

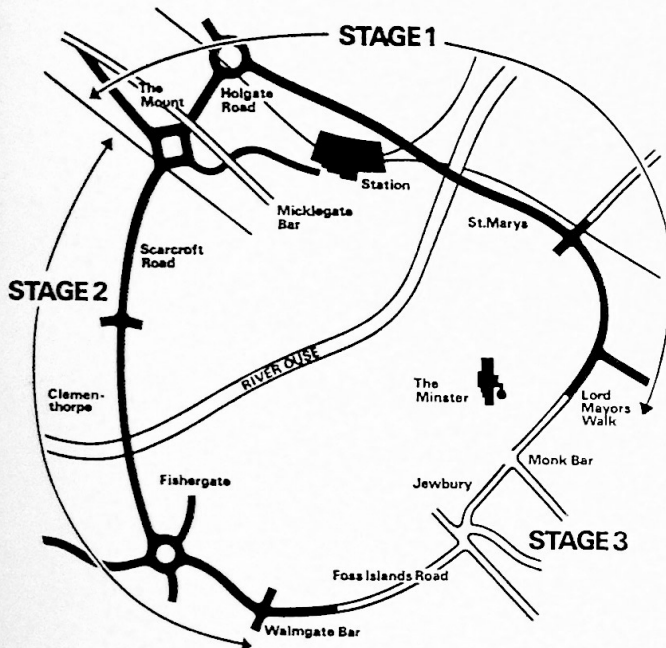
**PEOPLE
IN PROTEST**



YORK 2000

Formal objections to the City Council's proposals for an inner ring road in York have been forwarded to the Department of the Environment on behalf of the members of YORK 2000. These formal objections arise in part from the following general considerations:

- 1) The plan for the inner ring road is inadequate because it is not concerned with the movement of people and goods about the City as a whole. It is concerned essentially with motor cars and lorries and very little with pedestrians, cyclists and people who depend on public transport.
- 2) If the proposed inner ring road is built it will be too late to consider alternatives. It should first be compared with the other possible solutions to see which gives the best value for money, taking account of the future needs of York, especially the need to safeguard the environment.
- 3) The public inquiry will consider the proposed routes for Stages 1 and 2 on their own. (These stages are shown on the plan below). The route of Stage 3 from Walmgate Bar along Foss Islands Road, Jewbury, past Monk Bar and along Lord Mayor's Walk is not to be considered. It is wrong to examine the inner ring road in separate stages because acceptance of proposals for Stages 1 and 2 must prejudice the route for Stage 3 and make necessary Compulsory Purchase Orders for property on the line of all three stages.



Objections have gone forward in the names of the 3,729 people who were registered members of YORK 2000 on March 6. Those who join after that date will equally be objectors represented at the public inquiry by YORK 2000's lawyer and planning consultants.

THE LARGER OUR MEMBERSHIP THE STRONGER OUR CASE WILL BE

Membership is not confined to York citizens but is open to all those who care about York.

YOU MAY JOIN YORK 2000 AT:

- | | |
|--|---|
| 18 Claremont Terrace
(1 - 4 p.m. and evenings) | 11 Park Street
(11 a.m. - 2 p.m. and evenings) |
| Margaret's, 77 Nunthorpe Road
(shop hours) | Bisatt's, 96 Holgate Road
(5.30 a.m. - 6 p.m.) |
| Matterson's, 74 Goodramgate
(shop hours) | Matterson's, 5 Acomb Court
(shop hours) |
| London's, Mill Lane/East Parade, Heworth
(shop hours) | Newshaw's, 43 Front Street, Acomb
(shop hours) |
| Almery Garth, Marygate Lane
(9 a.m. - 2 p.m.) | G. & R. Frank, 74 Clifton
(shop hours) |

and at

YORK 2000 CENTRE AT 142 MICKLEGATE (OPEN TUESDAY TO SATURDAY 10 a.m. - 4 p.m.)

We need money too. Membership costs only 10 pence and we cannot raise enough on membership subscriptions alone. We have already collected £2,500 but we need at least £7,500 to be able to present our case properly at the public inquiry. Every penny we receive is dedicated to the future of York.

CONTRIBUTIONS CAN BE MADE TO: — R. M. Pantefract, The Treasurer, YORK 2000, 74 Goodramgate, York. (Cheques payable to YORK 2000).

THIS ADVERTISEMENT IS MADE POSSIBLE BY THE GENEROSITY OF TWO MEMBERS OF YORK 2000.

YORK 2000
INFORMATION CENTRE
142 Micklegate, York.

Chairman: David Cummin

Secretary: Jean Wallace

Tel 58358

Please cut this out and keep it for reference and display.



Published by YORK 2000

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More buses or more roads?

How is it that YORK 2000 can be so confident in its opposition to the Inner Ring Road? How can the experts in the City Hall be so wrong about a decision involving ten million pounds, displacing so many people and destroying so much property? Surely the engineers, planners and councillors have examined all the possibilities and weighed up the pros and cons?

As far as we have been able to discover, they have weighed up the pros and cons only of possible ring road routes. The traffic consultants were asked only to study possible ring road routes. This is not the way to go about dealing with a traffic problem in any city, let alone a historic one.

YORK 2000

PUBLIC MEETING

ST. PETER'S SCHOOL HALL

CLIFTON

DECEMBER 16TH AT 7-30 P.M.

YORK 2000 is the society formed to oppose
the Inner Ring Road at the Public Inquiry

A CITY TO LIVE IN

Preface

Somebody said that the camel is a horse designed by a committee, and the remark is unfair to camels. Seen in captivity, the camel is certainly ungainly with his hump and flat feet, his malignant eye and his nasty habit of spitting. But as he moves with 'majestic instance' on his desert journey, relentless and tireless, he is a splendid creature; and if any committee designed him, it was a committee of the gods themselves.

This book is the work of a committee, some of the members of York 2000. The critic will have little difficulty in finding humps and flatness of feet if he looks for them; but if he sees the common purpose of the writers, he will find a story that we think should be told: the story of thousands of ordinary people who came together in a common action to try to stop their city being marred for ever, and to save many of those people from losing their homes in well-established and cohesive communities within the city.

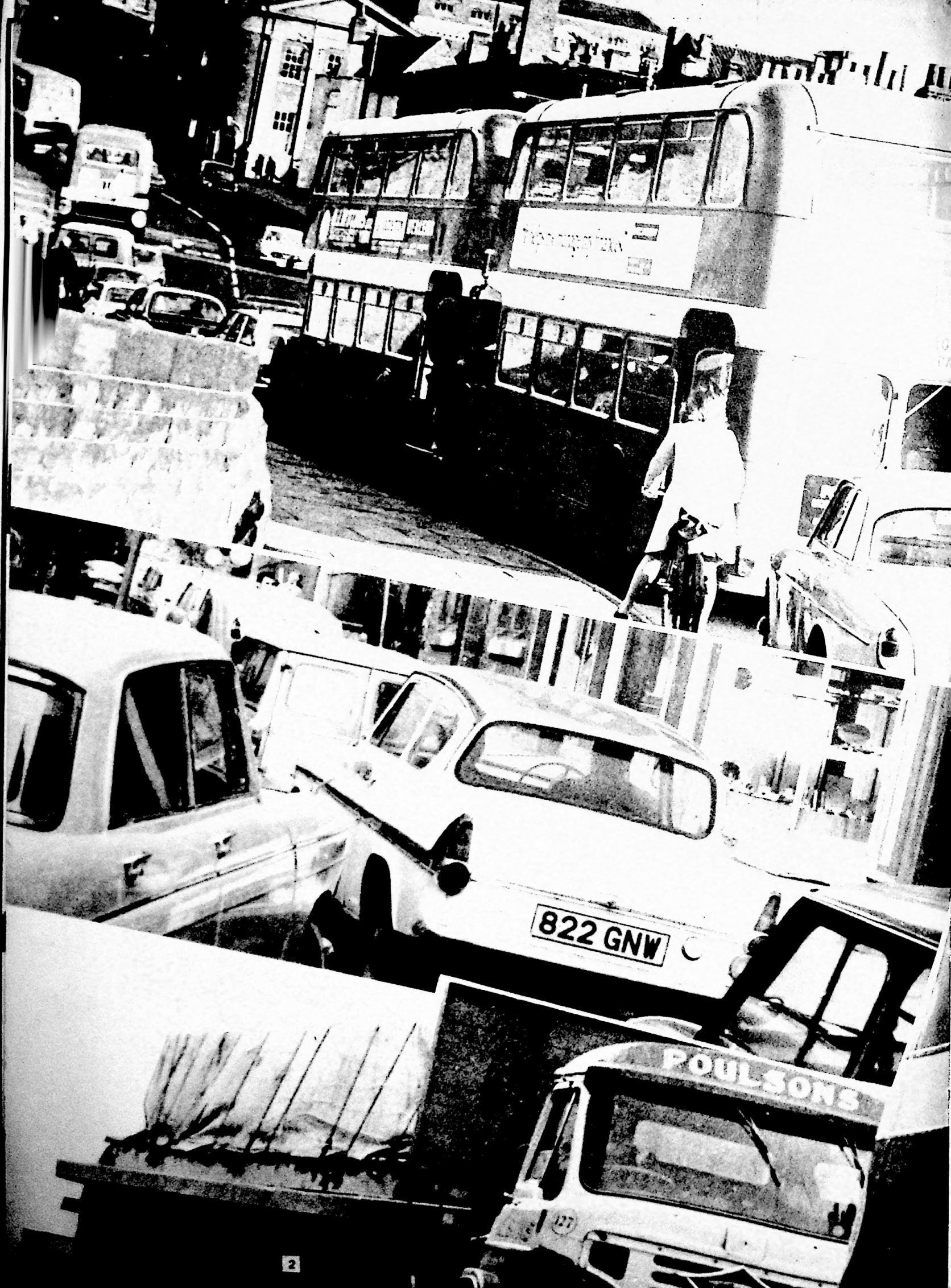
For York 2000 is a movement of ordinary people. We did not seek big names; we did not even have headed note paper. Everybody's activity in the cause of York 2000 has been important; there has been no personality cult, and very few names are mentioned in the story told in this book.

So although the book must have some of the marks of committee design, we hope that it will have the merit of giving emphasis to the different aspects of York 2000 in which so many people worked so hard and so long. We offer it not only as a tribute to our members but perhaps as a guide and encouragement to those who may have to face the problem that faced the citizens of York.

The problem was essentially the one that sooner or later faces all towns; how people can live in them in the age of the motor car. Ancient towns have a greater difficulty than most, and York, nineteen centuries old in 1971, presented a major planning challenge. We have tried to show in this book how the planning for York led to the necessity for public protest; and we have traced this change from the planning background to the public inquiry, with some suggestions as to how participation in planning might make protest less necessary.

DAVID CUMMIN

Editor.



The Planning Process

The Background

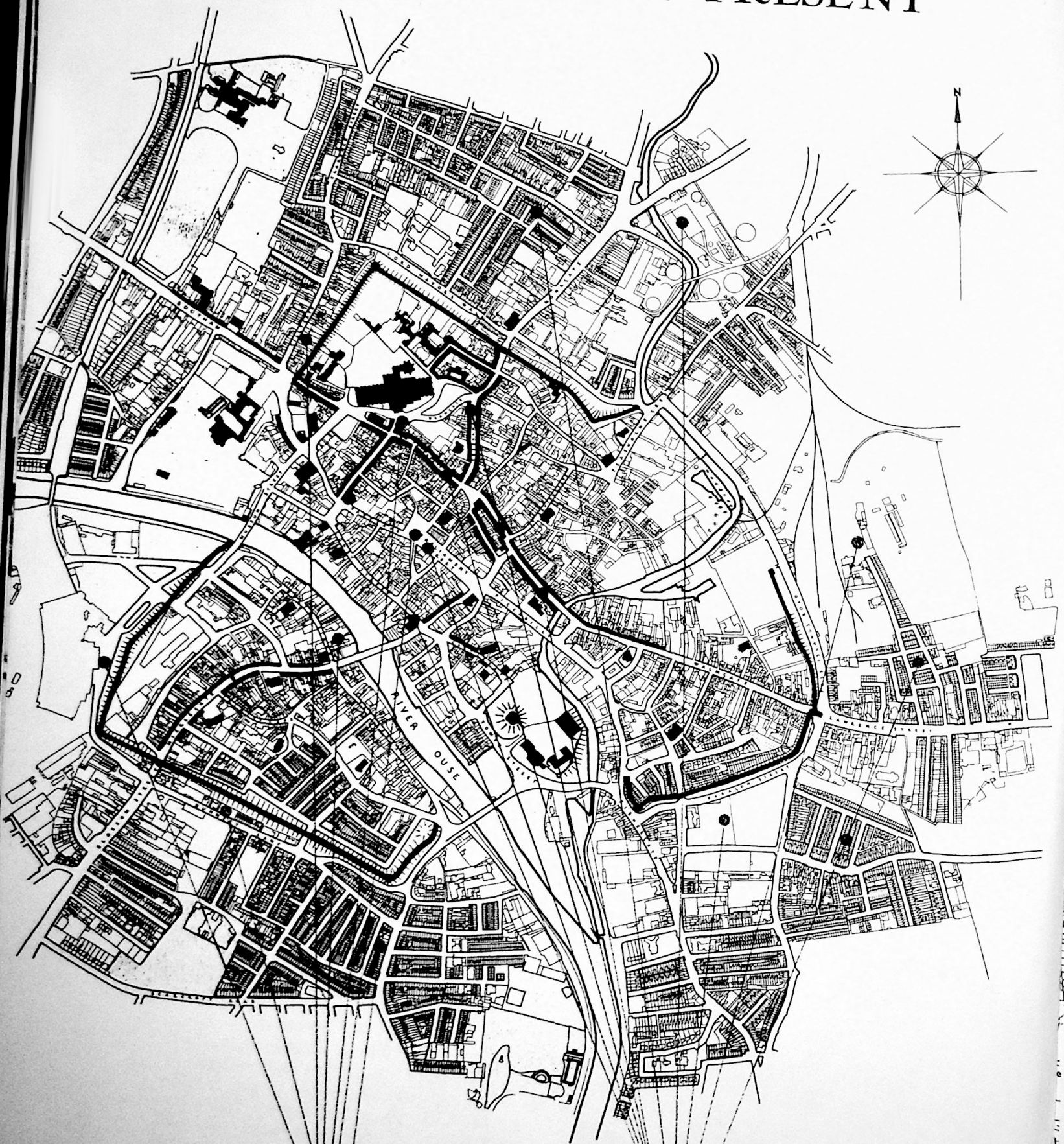
In the 1920's and 1930's York was conscious of the increasing threat to the City from motor traffic and it was decided to build an outer ring road to allow through traffic to bypass the City. Land was bought and parts of the road were built and can still be seen at Kingsway West in Acomb and Kingsway North in Clifton. Unfortunately the work was interrupted by the war and after the war the City spread so fast that what was intended as an outer ring road came within the built up area and part of the line of the road was built over.

In 1940 a book called *City of Our Dreams* by J. B. Morrell was published. In it he suggested that an inner ring road would be necessary to save the city centre from the menace of motor traffic. This idea was taken further in a report by Adshead, Minter and Needham published in 1948. A new outer ring road was also proposed much farther outside the City and clear of probable future development. The principal feature of the central area plan in the 1948 report was an inner ring road forming the boundary to the central area and separating it from the outer areas of the City. The intention was to ring the historic core at an average distance of 250 yards outside the walls with a dual carriageway, and to clear almost all buildings between the road and the walls. This was planned to allow a "green belt" intended to enhance the dramatic effect of the walls and to provide sites for new public buildings set in gardens and new open spaces. The plan required the destruction of many thousands of houses including all the existing property on Blossom Street, on Gillygate, Monkgate and on the south side of Bootham. As can be seen from plates 1 and 2, taken from the report of 1948, the scale of destruction proposed is quite unrealistic and totally unacceptable in terms of modern planning. It was an expression of confident idealism at the time, but attitudes to urban planning have changed considerably. In purely practical terms, the problems and cost of rehousing the communities so displaced would be enormous. Despite the impracticality of these early plans and the change in attitudes the concept and indeed the actual line of the road of 1948 still has much in common with the plans advanced in 1971.

In September 1946 an "origin and destination" survey was made of traffic entering and leaving the City on eleven major roads over a period of four days from Friday to Monday inclusive. Most incoming traffic was stopped and questioned at or near the boundary and out-going traffic was counted and recorded. This census produced some simple basic data and showed that almost 25% of incoming traffic used the Tadcaster road, that over 50% of all traffic entered or left the City on the Tadcaster, Malton and Hull roads, and that approximately 37% of traffic entering the City was through traffic which should use a by-pass. This census gave little or no indication of traffic desires for journeys within the City. In accordance with the Town and County Planning Act 1947 the City produced a Development Plan in 1951. The written analysis for the submission of this plan included an assessment of traffic distribution in the central area on a typical weekday, much of which was "deduced from the results of a census taken in July and August 1946" as well as from conclusions about traffic based on data from the 1936 and 1938 traffic census. The Development Plan proposals included a scheme for an inner relief road and an additional bridge at Fishergate.

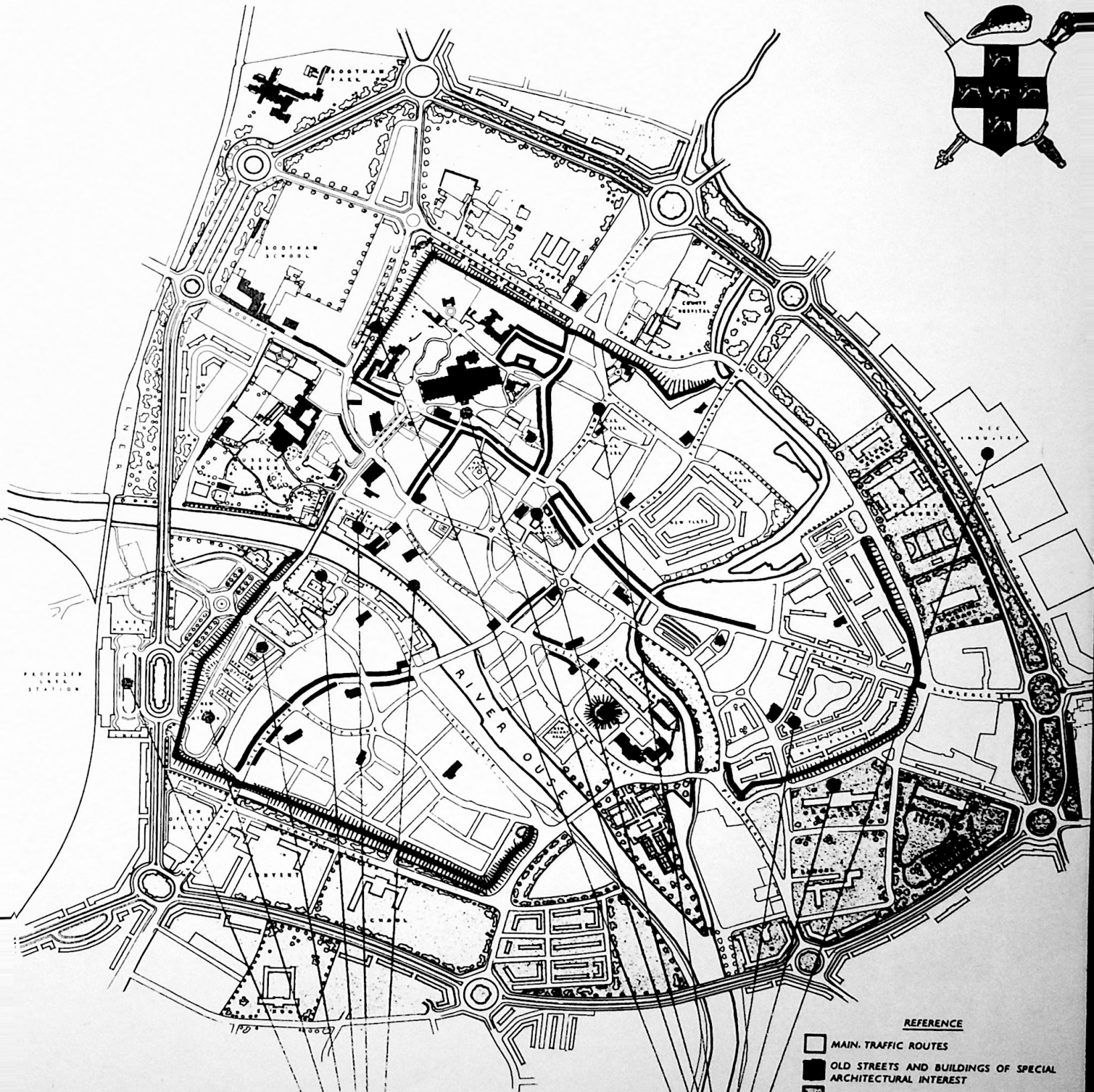
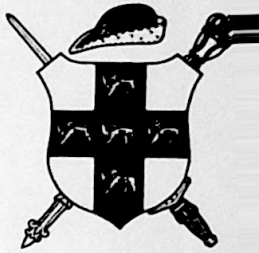
The Development Plan was approved in 1956. It defined Principal Traffic Routes following the lines of all the existing main radials together with a proposed inner ring road using Queen Street, Station Road, Lendal Bridge, St Leonard's, Gillygate, Lord Mayor's Walk, Jewbury, Foss Islands Road, Fishergate Bridge, Scarcroft Road, the Mount and Blossom Street. These proposals took the inner ring road much closer to the walls for most of its length than the Adshead, Minter and Needham plan of 1948.

CENTRAL AREA AS AT PRESENT



- ROAD BOTTLENECK AT THE STATION AREA
- WALLS OBSCURED BY MODERN BUILDINGS
- RIVER FRONTAGE SPOILED BY DERELICT PROPERTY
- MAIN THROUGH TRAFFIC ROUND MINSTER
- CONGESTED SHOPPING STREET INADEQUATE FOR TRAFFIC
- WORN OUT HOUSING OUTSIDE THE CITY WALLS
- WORN OUT HOUSING OUTSIDE THE CITY WALLS
- OPEN MARKET OBSTRUCTING TRAFFIC
- WORN OUT HOUSING OUTSIDE THE CITY WALLS
- DERELICT LAND AT THE OLD BRICKYARDS
- CATTLE MARKET CAUSING DIRT AND CONGESTION
- UNSUITABLE SITE FOR MODERN GASWORKS

CENTRAL AREA AS PROPOSED



REFERENCE

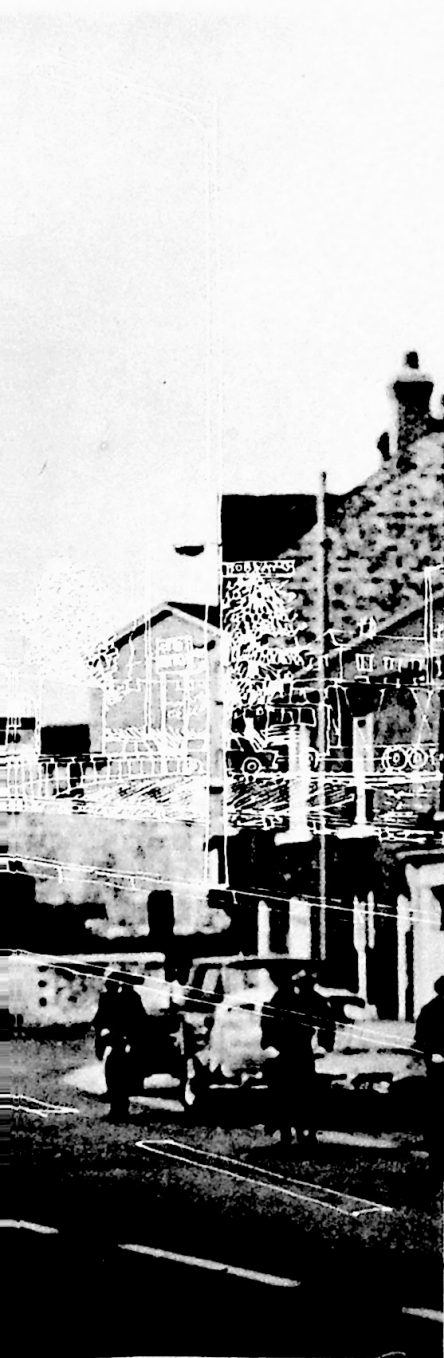
- MAIN TRAFFIC ROUTES
- OLD STREETS AND BUILDINGS OF SPECIAL ARCHITECTURAL INTEREST
- OPEN SPACES AND PARK LAND
- WATER

- STATION BUILDINGS AND FORECOURT
- NEW BUS STATION WITH PEDESTRIAN SUBWAY TO STATION
- NEW L.N.E.R. OFFICES AND WAR MEMORIAL RE-SITED
- NEW HOTEL AND COMMERCIAL OFFICES ON BANK OF RIVER

- BUILDINGS CLEARED FROM THE CITY WALLS
- MINSTER PRECINCT FREED FROM THROUGH TRAFFIC
- NEW OPEN MARKET AND SHAMBLES RESTORED
- NEW PROMENADE FROM LENDAL BRIDGE TO OUSE BRIDGE
- EXTENSION OF THE MUNICIPAL OFFICES

- NEW INDUSTRIAL AREA ON DERELICT LAND
- CATTLE MARKET REMOVED TO OSBALDWICK
- RE-HOUSING IN THE WALMGATE AREA
- ST. ANDREW GATE WIDENED AS NEW TRAFFIC ROUTE





On four days in August 1960 the City Engineer and Planning Officer carried out a survey of traffic. Volumetric counts were taken of incoming and outgoing traffic on the radials and the three river crossings, the driver interviews were held on a sampling basis to obtain origin and destination information on incoming traffic only. A further volumetric traffic count was carried out on one day in August 1965 "in order to assess the traffic growth in York" (para. 5.3 York Inner Ring Road Study, 1967) and driver interviews were held at one station on the Tadcaster Road "to determine if any major changes in traffic desires had occurred since 1960" (op. cit.)

It should be noted that the conclusions of the 1960 census were confirmed by counts held on two single days in the subsequent ten years. This produced a statistical sample of just over .05%! Nor can it be shown that a single Thursday in August provides a representative sample for a five year period.

The City Council considered a number of schemes for relieving the pressure of traffic around the central area, including plans for additional river crossings and feeder roads at Clifton (north of the existing road bridges), and Fishergate and Nun Ings (on the south side of the City). Consultants were appointed to examine these proposals and as a result of their report, including their analysis of the 1960 traffic survey data, the City Council resolved in 1961 to proceed with the building of new bridges at Fishergate and Clifton.

In November 1960 a draft inner ring road scheme was put to the Development and Planning Committee for a road following the existing roads immediately outside the city walls with roundabouts at the junctions with radials. Apparently the Council took no decision on this plan.

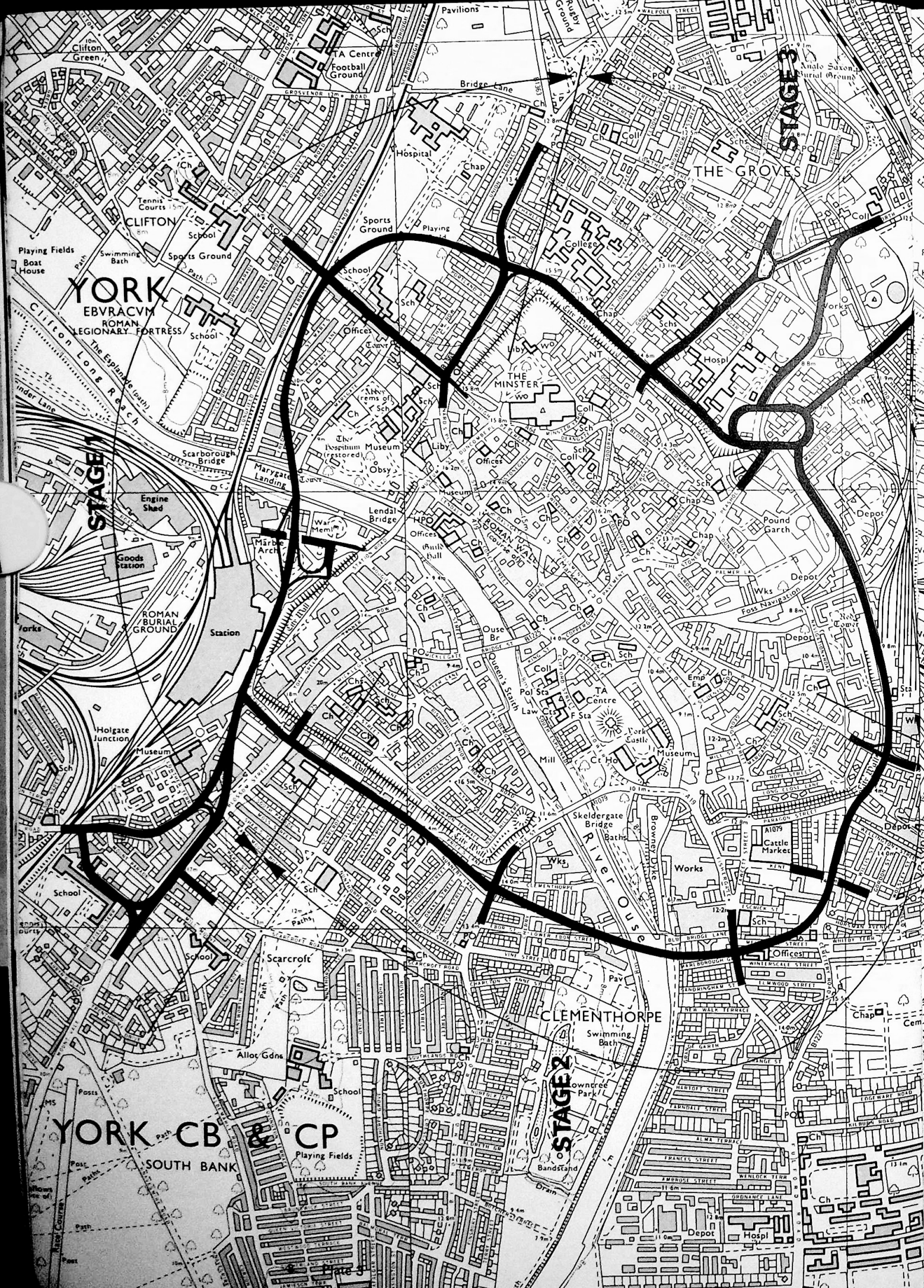
There was considerable opposition to the Fishergate Bridge scheme and it was superseded by the proposals included in the City Engineer and Planning Officer's **York Inner Ring Road Study 1967**, but the new bridge at Clifton was built.

The Esher Report : Conservation

In October 1966 Lord Esher was appointed jointly by the Council and the Ministry for Housing and Local Government to study the conservation of the historic core of York largely within the walls on the understanding that an inner ring road would shortly be built. He examined the problem of traffic within the historic core but noted that "It is not within the terms of reference of this Report to put forward traffic proposals for the city as a whole, nor have we the data on which to do so" (**York - A Study in Conservation** para. 5.4). Lord Esher pointed out that the scale of a 4-lane divided carriageway and particularly of the roundabouts and junctions associated with it would dwarf the city walls and above all the Bars, the city gates whose impressiveness is dependent on the contrasting scale of small buildings in their vicinity. He also stated that an inner ring road is unsuitable for through traffic because of the overloading of the radials which feed into it (op. cit. 5.5 3 & 4). Lord Esher made some further comments about the means of catering for cross-town movement and suggested loop relief roads. His comments on traffic outside the central area appear to have found little favour with the City Engineer or the City Council.

The City Engineer's Report : The Inner Ring Road

The year after the appointment of Lord Esher saw the publication of **A feasibility study for an inner ring road in relation to the future road network for York** (December 1967). In the first section of this report, among the definitions, is the statement that the primary road network of the City shall be defined as the outer ring road, the inner ring road and the principal radials. The terms of reference include a requirement "To provide a free flowing highway system encircling the historic core as close as possible" (op. cit. 2.1(ii)) and one of the purposes of



STAGE 3

THE GROVES

STAGE 2

CLEMENTHORPE

STAGE 1

YORK
EBVRACVM
ROMAN
LEGIONARY FORTRESS

YORK CB & CP
SOUTH BANK

THE MINSTER

CLIFTON

ROMAN BURIAL GROUND

Hospital

Sports Ground

College

Lib

Offices

Museum

Station

Works

Works

Works

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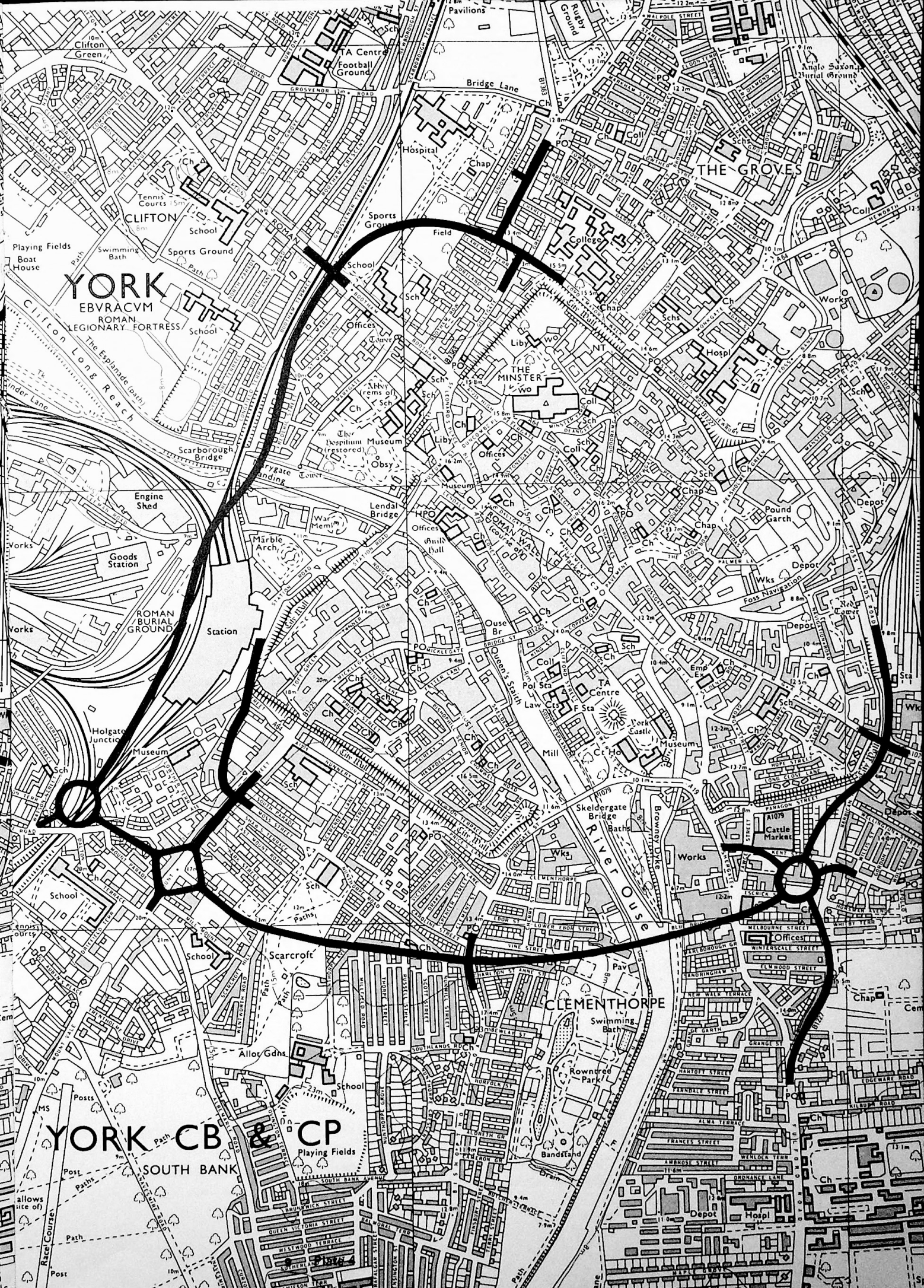
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YORK
EBVRACVM
ROMAN
LEGIONARY FORTRESS

THE MINSTER

CLEMENTHORPE

YORK CB & CP

SOUTH BANK

the report is said to be "To obtain a FINAL and FIXED plan of the Primary Road Network and the Inner Ring Road" (2.2(iv)). FINAL and FIXED appear in capitals in the report and reflect the desperate anxiety to do something after all the years of inconclusive discussion. There was no suggestion that the City Engineer and Planning Officer should attempt to justify an inner ring road or to examine possible alternatives. The first major proposal of the report does no more than to repeat the initial definition of the primary road network and recommends that the City Council should approve "The principle of an Outer Ring Road and an Inner Ring Road with improvements to the existing Radial Roads, where these prove necessary, as a basic solution to the traffic problems of the City". (para. 16.1).

The report records a meeting between representatives of the Council and officials of the Ministries of Housing and Local Government and Transport. The report itself was supposed to be a feasibility study for a ring road in relation to the future road network for York. Yet at a meeting some months prior to the publication of the report both ministries affirmed that the inner ring road was a key factor in any scheme for the central area and that without it there was no possibility of preserving the city centre.

The report envisaged a complete outer ring road running for the most part well outside the city boundary and an inner ring road running along Nunnery Lane, across the face of Micklegate Bar, past the front of the Station, crossing the river to the Marygate clearance area, across Bootham near the Scarborough railway, through Bootham Park, bending through Bootham School playing fields to join Lord Mayor's Walk, running across the face of Monk Bar, along Foss Islands Road, across the face of Walmgate Bar, along Barbican Road and Cemetery Road to cross the river just south of the confluence with the Foss, through the Clementhorpe clearance area back on to Nunnery Lane (Plate 3).

In 1968 the City Council approved the construction of that part of the proposed inner ring road between Holgate Road and Lord Mayor's Walk and decided to engage consultants to prepare detailed plans and estimates in collaboration with the City Engineer and Planning Officer. The Council subsequently appointed R. Travers Morgan and Partners as Consulting Engineers, and Land Use Consultants as Landscape Architects, and in August 1970 extended their terms of reference to include that section of the proposed inner ring road from Foss Islands Road to Holgate Road. The third section of the ring along the city walls between the Minster and St John's College, following Jewbury and Foss Islands Road had already been designated a principal traffic route and was considered by the Council to be suited to carry increasing traffic up to 1981.

The Travers Morgan Report : The Purple Route

The terms of reference given to the consultants are recorded in the first section of their report. They were asked to report on the route of the proposed road, carrying out any additional duties as might be agreed to enable the Corporation to decide on this route. They were enjoined by the City Council to spare the view from the Station Hotel and to ensure that minimum use be made of Bootham School playing field and thereby avoid the necessity to demolish Claremont Terrace. They were specifically not required to cover certain aspects of the overall planning of the inner ring road.

These aspects were:

- i) The concept of the inner ring road and its place in the general road pattern of York including the outer ring road.
- ii) The traffic data used to appraise the inner ring road and its junctions, and the traffic management and parking policies proposed for York.
- iii) The limitation of the width of the inner ring road to dual 2-lanes on general planning grounds.

- iv) The general land use implications on various route possibilities.
- v) The route of Stage 3 of the inner ring road and hence the northern terminus of Stage 1 and the eastern terminus of Stage 2.

(York Inner Ring Road - Stages 1 and 2, para. 1.08).

The consultants were to be concerned only with the line of the road, but unlike the City Engineer they were restricted to only part of the route and were not to consider the effect of increased traffic flows around the centre on the movement of people elsewhere in the City. The route recommended by the consultants, known as the Purple Route, involved a major roundabout over the railway at Holgate Bridge, a line behind the railway station to cross the Ouse just downstream from the Scarborough railway bridge but at a height of about 20 feet above the existing bridge, through the Marygate clearance area, up one side of St Mary's, crossing Bootham into Bootham Park and across the Bootham School playing fields to link up with Lord Mayor's Walk. From Foss Islands Road the route crossed the face of Walmgate Bar to a large roundabout on Barbican Road, across the river near the confluence with the Foss, through Clementhorpe and along Scarcroft Road to another major roundabout on the Mount (Plate 4). It will be seen that the line proposed North and East of the river, through the Marygate area, across Bootham Park and Bootham School playing fields to join Lord Mayor's Walk, and from Foss Islands Road to the Clementhorpe crossing is substantially the same as for the 1967 proposals (compare Plates 3 & 4).

Public Reaction

It became clear very soon after the report was published that the destruction proposed on the Mount was unacceptable. In response to the general outcry the consultants prepared an alternative line in this area, known as the offset scheme. The report of the consultants was accepted by the Council in December 1971, the offset scheme was incorporated as part of the Purple Route and the whole submitted as the basis for a recommendation to the Department of the Environment for amendment to the Town Plan.

Although Lord Esher himself saw an inner ring road as a tempting proposal, he realised that it involved considerable difficulties, and was anxious to ensure that alternative solutions to the problem of traffic in York was considered. He was specifically instructed not to concern himself with the problem of traffic outside the walls but he was unable to ignore the relationship between traffic within the historic core and elsewhere in the City. Thus, there was apparently no co-ordination of Lord Esher's study of conservation and the then City Engineer's study of the inner ring road, although in the event the respective reports were published at much the same time.

The Esher report aroused great public interest and enthusiasm. Lord Esher's view that there could be no conservation of the historic core without a solution to the problem of traffic was generally accepted. It was little more than coincidence that a proposed solution to traffic became available at the same time and it was too easy to slide from "no Esher without a solution to the traffic problem" to "no Esher without the inner ring road". Thus, the plan for an inner ring road close to the walls gained considerable support.

The local Conservative and Labour party groups and the City Council had already accepted the concept of an inner ring road around the historic core of the City. The York Civic Trust concluded that it would be "unrealistic and unworldly" to fail to recognise that the inner ring road was necessary if the historic core was to be "freed from the cancerous growth of traffic", and at least one other amenity society agreed in general with this view. The Member of Parliament for York believed that the City Council was irrevocably committed to the inner

Inner ring road a must

—Dr. Coggan

YORK would have to face the problem of an inner ring road soon, unless the city was to come to a standstill, the Archbishop of York, Dr. Donald Coggan, said in York.

ring road and that any further agitation against the plan would seriously impair the chances of implementing the Esher report. He also viewed with pleasure the prospect of laying bare further stretches of the city wall. The then Director of the Institute of Advanced Architectural Studies at the University of York, and first chairman of the York Group for the Promotion of Planning, saw the inner ring road proposals as part of an acceptable, comprehensive and coherent plan for York (though the York Group subsequently came out strongly against). The Archbishop of York was reported in the local press as saying that "the inner ring road is a must" and the editor of the local evening paper clearly favoured the proposals. The Minister for urban development was quoted as being convinced of the need for the inner ring road.

Many people were still thinking in terms of J. B. Morrell's *City of Our Dreams* - looking forward to the prospect of a wonderful and unique ring road with an uninterrupted view of the city walls. They could see nothing wrong in removing the "uninteresting property" flanking the Bars to form wide open spaces for roundabouts and intersections in front of the Bars. Indeed they were looking forward to a city centre enhanced by majestic sweeping roads, green grass and water gardens.

Lord Esher in his report reminded the citizens of York that theirs is "a city of silhouettes, but at close range" (*York - A Study in Conservation*, para. 2.4). He pointed out that a ring road adjacent to the walls near Micklegate Bar and Monk Bar could only provide access to the historic core by means of obtrusive junctions and unattractive traffic lights, and that the impressiveness of the Bars is dependent on the contrasting scale of small buildings in their vicinity. In these terms, the proposals advanced by the City Engineer promised to desecrate the surroundings of three of the four Bars. People began to realise that the threat to the Bars was potentially more damaging to York than the threat to the view from the Station Hotel (which the City Council appeared much more anxious to safeguard).

It was not only Lord Esher's report which alerted people to the dangers of destructive planning. *Traffic in Towns* had appeared in 1963 and when the people of York became anxious about the future of their city they could read Professor Buchanan's view that "In some cases it appears that ring roads have been intuitively adopted in the first instance as part of a plan, and at a later date 'origin and destination' surveys have been taken to demonstrate that they would carry enough traffic to justify their construction. The results of such surveys are nearly always favourable to the ring road for the simple reason that practically any new road cut through a densely developed area will, as a drain cut across a sodden field fills with water, attract enough vehicles to justify its existence in terms of flow. But if a wider view is taken the actual contribution to relieving the centre is extremely uncertain". A further warning was apparent in the report of an address by Ann McEwen to the Greater London Branch of the Institution of Highway Engineers in April 1971. She said "There is a tendency to draw the boundaries of conservation areas so tightly that they become little islands . . . while everything outside can go hang".

Increased awareness of the dangers of pollution and the general deterioration of the environment resulting from allowing motor vehicles unlimited access to urban areas, and the emphasis on ecological arguments in the press and on radio and television encouraged a public response surprising in its strength. The conviction that a new approach was necessary was strengthened by reports of changing attitudes to private and public transport elsewhere. Further encouragement was given by the Secretary for the Environment himself who was quoted in *The Times* (*Selsdon Man*, 17.7.71) as believing that the time had come to tame the motor car by keeping it away from cities and that taming the motor car involved a willingness to make a real improvement in public transport. It is sad to note that the City Council right up to the public inquiry maintained that a comprehensive transportation plan for the whole city

BOTH RING ROADS ARE NEEDED —MINISTER

BY OUR POLITICAL STAFF

THERE is no prospect of persuading the Government or York City Council to defer plans for the proposed inner ring road until after the outer ring road has been built and it is seen whether the inner road is necessary.

This is the opinion of Mr. Alex Lyon, MP for York, after receiving a letter yesterday from Local Government Development Minister, Mr. R. Graham Page, replying to one Mr. Lyon sent him in April.

Mr. Graham Page wrote: "Both the City Engineer and Planning Officer and ourselves have recognised that inner and outer by-passes were necessary to cope with the growing volume of traffic within and passing through York."

"These will be complementary and there can be no solution to the traffic problems in the town if improvements are confined to an outer by-pass."

"An inner ring road will increase the bridge crossings for traffic within the urban area. This is a major problem quite apart from through traffic."

Preparations for road improvements were still at an early stage and every priority was being given to the outer ring road, which would enable the A64 through traffic to by-pass the town.

Work would be started as quickly as the necessary statutory processes under the Highways Act, 1959, and the completion of engineering design would allow. At best, it was likely to be the end of 1973 before there was a start.

As far as the Minister could predict, it seemed unlikely that the City Council could start work on an inner ring road until at least a year later.

Mr. Lyon commented: "Those who are disturbed by the present proposals for the line of the inner ring road should concentrate on alternative routes."

...bishop
...last night.

Dr. Coggan, speaking at the annual dinner of York Master Printers' Association, at the Merchant Taylors' Hall, said Oxford had shown that an outer road alone would not do.

"If you go to Oxford you will find you will hardly be able to walk down many roads in spite of the outer ring road," he said. "It is still snarled up in the middle."

"My message to York is take note of Oxford if you think an outer ring road will solve our problems . . . because it won't."

It was a pleasure, said the Archbishop, to walk down Stonegate now. This sign of action for the welfare of the city had pleased him and he hoped the example would be followed in other places. "I am thinking of Aldwick in particular," he said.

"How wise the City Fathers have been to see here that this place can become a place of beauty instead of squalor."

Dr. Coggan said York had an extraordinary plethora of churches. "We shall never have enough people in this city to fill them," he said. "These ancient churches in this city form a homogenous group of archaeological and historic importance, difficult to match in this country and in the whole of Europe."

"It is my very sincere hope that the city would say we will take over at least one of these churches and be responsible for it," he went on. "It could be used for a centre of information, study and display, and preserved and used for the welfare of the city and those who invade it year by year."

Why, my Lord of York commends
the plot and the general course of the action'
(Shakespeare)

could be advanced without any change in attitude to public transport or proposals for improved bus services outside the historic core.

It was not enough to follow the Civic Trust or the Georgian Society who accepted the "undesirable necessity" of an inner ring road for the greater good of the historic core and to give themselves some favoured parts of the city to defend. The York Group for the Promotion of Planning, established in 1965 for the express purpose of advancing the interests of the city through comprehensive, humane and sensitive planning, had already exerted considerable pressure for the implementation of the Esher proposals and for the appointment of a Planning Officer for the City - to divide the planning function from that of the City Engineer. The members of this small group, including a number of architects, became increasingly concerned about the implications of some of the 1967 inner ring road proposals. The group of architects who were demanding a total reappraisal of planning for York in much more comprehensive terms found that they were no longer alone.

Closer examinations of the proposals advanced for York made the warnings from Esher, Buchanan, and elsewhere seem frighteningly apt. York's inner ring road proposals could be traced back to a dream of bared walls and water gardens, based in part on traffic figures from 1936 and 1938 and adopted with the post-war enthusiasm for "green belts". The report of 1948 proposed that the inner ring road should form a boundary to the central area "separating it from the outer areas of the City, yet, at the same time, it will have the effect of knitting all parts of York even more closely together" (*A Plan for the City of York - 1948*). It was easy to see how the separation would be achieved but how it would knit the parts of York more closely together was never explained.

Subsequently there were three major examinations of the City - the City Engineer and Planning Officer's *York Inner Ring Road Study*, Lord Esher's *York - A Study in Conservation* and the Travers Morgan, Land Use Consultants, *York Inner Ring Road - Stages 1 & 2*. Each of these reports was produced on the premise that an inner ring road would shortly be built, and none of these examinations was intended to solve the problem of the city as a whole.

When the City Council arranged two meetings, to explain the consultants' proposals to the public, they found that few people were interested in discussing detail. Many of the public wished to question the whole concept of a plan which started as a dream and was now apparently substantiated by traffic data from surveys conducted on six days in ten years.

Outer Ring Road

Proposals for an outer ring road for the City are reminiscent of the old thimble trick - now you see it, now you don't. Land was acquired and construction of parts of it undertaken between the wars. War in 1939 interrupted the work and the proposed line of the road was engulfed by post-war expansion of the city. The Adshead, Minter and Needham plan of 1948 proposed a new outer ring road much further outside the City and clear of probable future development, but the city's Development Plan sought solutions in additional river crossings close to the centre which would prove attractive to both internal and through traffic.

The Travers Morgan report of 1961 recommended the construction of additional bridges at Fishergate and Clifton. The latter was built in 1963 but it slowly became apparent to the City Council that a very effective loop road close to the centre of the city might prove too attractive to through traffic and jeopardise any prospect of a government financed outer ring road.

In January 1965 the City Council approved the line of the outer ring road in so far as it lay within the city boundary and it was understood that adjoining county authorities were making arrangements for this line to be included in their development plans.

Thus it was that in the City Engineer's inner ring road study of 1967 an outer ring road is included by definition as part of the primary road network for the city. The report refers to a meeting between representatives of the Council and officials of the Ministry of Housing and Local Government and of the Ministry of Transport in July 1967. At that meeting the Council was informed that the outer ring road was not in the preparation pool (and therefore did not exist in any meaningful sense) but that there was a likelihood that the south-east section would be built in the second half of the 1970's.

The local press on the 1st July 1969 announced that a five million pound by-pass would be built to the south and east of York (Y.E.P. 1/7/69). The City Engineer is reported as describing this as a breakthrough because no one had ever previously told York that it was to get a by-pass.

The northern and western sections of the outer ring road were not, and have not yet been, included in the preparation pool. At a meeting in September 1971 the then Chairman of the Council's Development and Planning Committee gave his opinion that the north-west section of the outer ring could not be justified and would never be built. Yet the Council's leaflet, issued in the following month to householders on or near the route of the proposed ring road, states that the overall plan provides for an outer ring road to cater for through traffic and illustrates a complete outer ring which "would take care of all through traffic not requiring access to the city".

Over the years the suggestion had emerged - with or without foundation - that an outer ring road or by-pass would only be built if the City Council first committed itself to the inner ring road. Some substance was given to this belief by the announcement by the Ministry of the inclusion of the south-east by-pass in the preparation pool. This announcement in 1969 followed shortly the formal acceptance by the Council of the inner ring road in 1968.

Clearly, an outer ring road would give relief to the city unless the internal road system provided a more direct or attractive alternative for through traffic. The City Council had already appreciated that the Fishergate link could prejudice the city's chances of getting an outer by-pass. Everyone recognised that the city needed relief from through traffic. To many it seemed that such relief was urgently necessary whether or not an inner ring road was to be built and even if (as the City Engineer claimed) through traffic representing 44% of the total crossing the city boundary made only 17% of the total traffic at the bridges.

At the same time there were those who insisted that there could be no conservation of the historic core of the city without an inner ring road (to say nothing of those who thought it relevant to remark that you can't make omelettes without breaking eggs!). Neither or the arguments - no outer ring road without the inner, and no Esher without the inner ring road - had any factual justification but both increased the pressure on the Council, as did the even more specious argument that if the inner ring road was not built soon then York would lose the 75% grant approved by the government for the purpose.

The relationship between the zonal movement of traffic, the need to conserve the historic core and the problems of movement of people about the city had never been fully studied and it was absurd to describe the proposed inner ring road as part of a coherent and comprehensive plan for York.





Strands of Protest

Public Concern

In mid 1970, before preparing their report, the City's engineering and landscaping consultants had arranged meetings with representatives from York amenity societies, to discover their views. All had expressed the opinion that a road which ran immediately next to the walls and Bars was unacceptable, because of the importance of maintaining the scale of these historic features. The representatives of two societies, the York and North Yorks. Society of Architects, and the York Group for the Promotion of Planning, questioned whether the concept of a ring road was right, with its inevitable detriment to the city's character. However, since the consultants had been asked, in their very limiting brief, merely to advise on where to put two stages of a three-stage ring road, they did not have to advise on the desirability of a ring road. It is, in fairness, hardly likely that such a questioning would have been received with sympathy by the Council. There was pressure on them to do something about the traffic, and they would probably not have welcomed the kind of delays which a proper and radical rethink of the whole transport policy would have entailed.

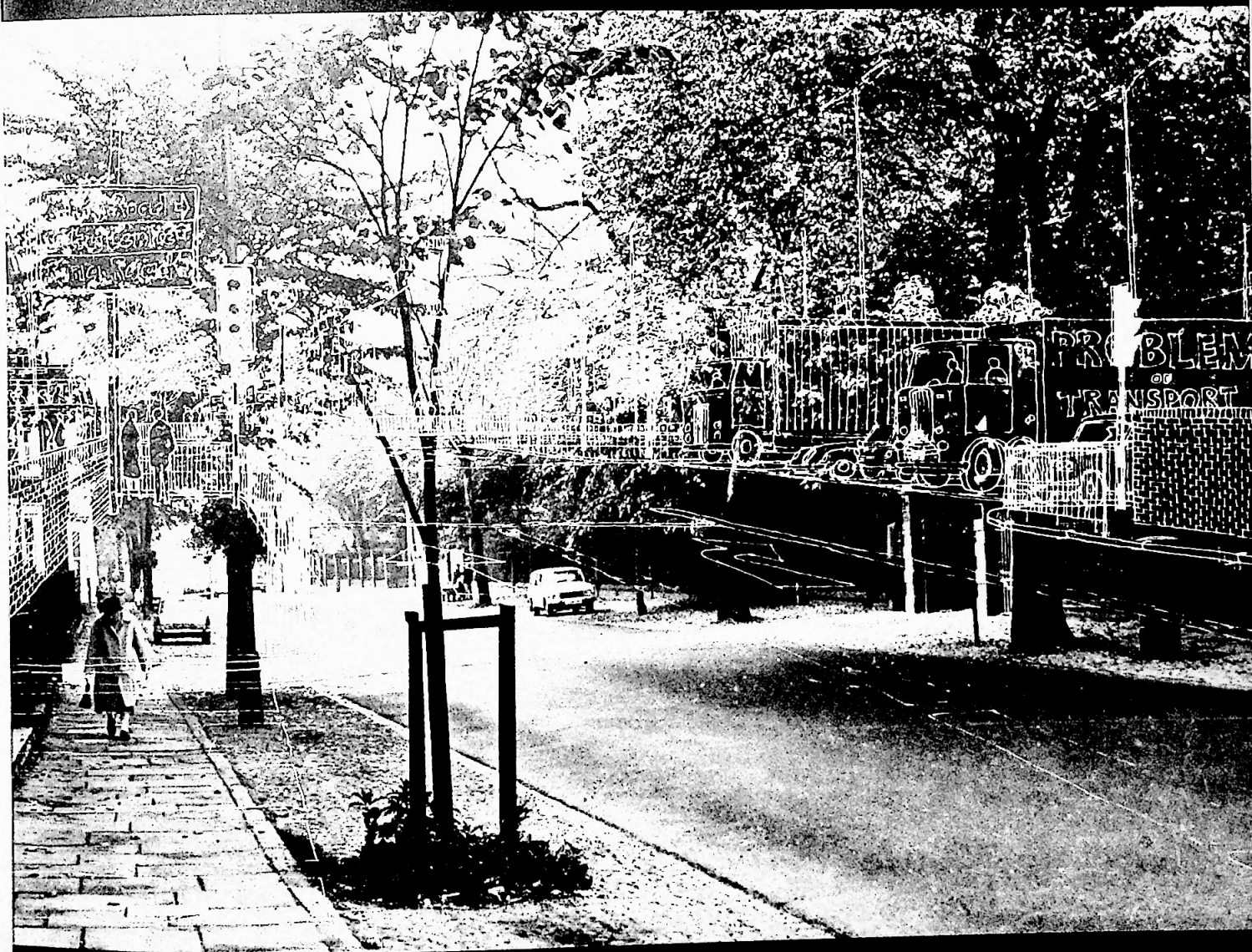
To other remarks from all the societies, about sensitive areas in York, the consultants paid what attention they could. The trouble is that York is full of sensitive areas, and it is impossible, without using the most delicate, tactful and imaginative management, to avoid harming many of them. Major road proposals, in their essentially inhuman scale, however imaginatively mitigated by landscaping, cannot be said to be either delicate or tactful. With all their care, the consultants had not avoided two of the most sensitive areas of all - The Mount, where Georgian houses were to be replaced by a huge roundabout, and Bootham and Bootham Park, which were to be cut through by the road. The effects on these areas was enough to shake and alarm those amenity societies who were 'reluctantly' willing to sacrifice the outer city to 'save' the walled centre. The Georgian Society said, that "as a Georgian Society we really find it very difficult to accept the loss of listed buildings on The Mount, six of them Georgian." (Y.E.P., 4/5/71). They asked if the consultants could not redesign the roundabout to save some of the houses, and urged that all panelled doors, fanlights, doorcases, staircases and fireplaces should be salvaged from the demolition for re-use.

The release of the consultant's report to the general public on March 31, 1971, meant that now the proposals were available to the people, many of whom were personally affected. Opposition began to grow, at first in small pockets, and from individuals, who scarcely realised that such protest could be effective.

The consultants held a public meeting on April 28, to explain their proposals to a lively and indignant audience, who questioned them closely. "There was a storm of applause for a woman in the audience who demanded, 'What happens if we refuse?'" "... the consultant replied " 'You can, madam. There will be at least 3 public inquiries and ample opportunities for the views of everyone to be made known before any decision is taken. **No scheme of this kind could be pushed through against the will of the people**' (our bold) . Another member of the audience shouted, 'What about compulsory purchase orders?'" (Y.E.P., 29/4/71).

Two days later, at the behest of some residents of The Mount, Holgate Road and Scarcroft Road, some of the councillors faced their electors in a local church hall, and assured them that both political parties were committed to the idea of a ring road. The local vicar spoke strongly against the social upheaval and suffering which would be caused by the demolition of people's homes, but one of the councillors said they had spent £30,000 on the inner ring road survey, and, "unless there are good reasons for abandoning the plans, I do not see how we can throw that sort of money away". (Y.E.P., 1/5/71).

RING ROAD WOULD SLICE THREE ACRES OFF DADK



Other small meetings in the homes of residents of this area led to the production of a leaflet, which was distributed at the second public meeting with the consultants on June 10th. It was at this meeting that the Chairman of the Development and Planning Committee, when asked "What about improving the bus services instead of building the road?" replied, "The bus company is not amenable to suggestions". "We're not amenable to losing our homes", shouted a furious voice from the audience. The leaflet handed out at this meeting, which bore names to be contacted, led to the drawing in of more people. The York Group for the Promotion of Planning had produced a statement of condemnation, which had been sent to every councillor and released to the press. Some new members were recruited into the Group from the June 10th meeting. Two York Group members attended a meeting in 'Margaret's' dressmaking shop, to which several councillors had been summoned. It was on this occasion that one of them made the famous remark (particularly comforting to the lady whose house he was sitting in) "It's not so much the people whose homes will be demolished that I'm sorry for, as those whose houses will be left on the edge of the road!" The sentiment did him credit, considering that he was one of the chief protagonists of the road. He had unwittingly underlined the feeling which was building up that here was the real problem of motorways in small cities. We would all be living on the edge of the road.

Numerous other and largely unrecorded gatherings of all sorts and combinations of people took place over the weeks.

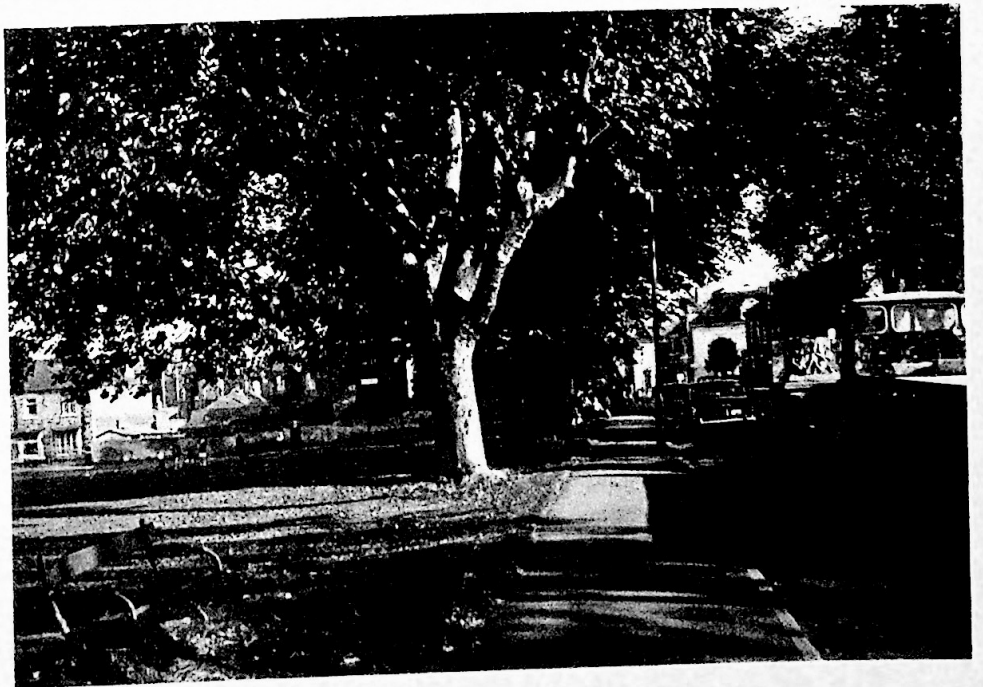
The Petitions

On June 13, two York Group members and other 'outsiders' attended a meeting in The Mount area at which it was decided to get up a petition to be presented to the Council before they took the fateful decision.

This petition stated: 'We object to the route and scale of the proposed Inner Ring Road and urge the Council to give further consideration to less damaging solutions to York's traffic problems'. It was brought to the public in three ways: individuals taking it to friends and acquaintances; door-to-door canvassing in a few places; and an all-day coverage of the city centre on four successive Saturdays. Information leaflets were handed out to all who would take them, whether or not they signed the petition. It is perhaps a compliment to the early grasp of the situation, and the consistency of the campaign, that the same leaflet, only changed in what it said of the junction in The Mount area, was still in use 18 months later. This concentrated effort produced 8095 signatures in five weeks.

Two earlier petitions were also circulating, saying: "We, the undersigned, wish to petition to ask that the Inner Ring Road as proposed should be turned down as it takes away from the City a considerable asset and amenity, that is the area of The Mount", and "We, the undersigned, wish to petition to ask that the Outer Ring Road be completed before the consideration of an Inner Ring Road. In the meantime the proposed Inner Ring Road should be turned down". The organisers of these petitions gathered 6703 names. Of the total of 14,798 signatures, 10,642 were York residents, representing 13.5% of the electorate. The petitions were handed to the Town Clerk on July 23, to be given to the Development and Planning Committee before their meeting on July 2.

Analysis of the 'route and scale' petition showed that 71% of the signatories were York residents, 16% lived within a ten mile radius, and 13% came from farther afield. Many of the latter, especially if they lived in be-ring-road towns themselves, were extremely eager to sign. A family party from Lincoln were gathered together from all up and down Stonegate by the father, "Hey, mother, hey, Jackie, Linda, come and sign this, they're trying to put a ring road in York - you mustn't let them do it".



Readers' Letters

IN his article on York in 1971 (Y.E.P. Friday, December 31) John Blunt suggested that a new society, York 2000, had waited until the ring road issue was settled and then, as if to be awkward and hold up progress, had chosen this moment to question the decision. I feel that the formation of York 2000 should be seen from another point of view.

John Blunt says that "people have been arguing for decades that the only way to save the city is to create more outer road space." What "city," and what is meant by "outer road space"?

If the ring road had in fact been implemented when it was first suggested, 30 or 40 years ago, it would have been built further out and on a smaller scale than the present Purple Route, and our traffic problems today would be much less. But this does not mean that this old concept of a ring road, now brought much nearer to the heart of the city and enormously enlarged, is today's answer.

York 2000 has been formed by those citizens who feel that thinking about our traffic problems must be shaken out of this old circular groove, and that we must consider new developments in traffic management and restraint, and in the encouragement of improved public transport, before accept-

Shake traffic thinking out of the old circular groove

ing as the only solution a road which will destroy homes and amenities, disrupt communities, be totally out of scale with our city, and alter irrevocably our environment.

It has been formed at this point because it is only at this point that the opportunity exists for the ordinary citizen to make his voice heard on this "democratic conclusion," through the medium of a public inquiry.

One of the most notable features in the world in the last few years is the re-thinking which has occurred on the question of the surroundings in which we choose to live, the growing awareness that we have a choice in this matter and the need for speed in exercising this choice if we are

to save what still survives from hitherto unhampered "progress."

York 2000 feels that as citizens of one of the cities of the world most worthy of cherishing, we must ask that all possibilities should be explored for alleviating our serious traffic problems and that weight should be given to those solutions which, as well as preserving "York within the walls," do the least damage to our total environment. We want to be proud of York in 2000, and not to have our successors condemn us as we condemn some of our predecessors.

JEAN WALLACE

Hon. Secretary, York 2000
28 Clifton,
York.

YORK 2000
STOP THE INNER RING ROAD
£5000 needed now!

Cheques to Hon Treasurer R Pontefract,
22

74 Goodramgate York

But - "People will sign anything", said one of the councillors dismissively. "And two of the people who signed are friends of mine who are French and speak no English", he added triumphantly. This was at the Council meeting of August 2, where, after a 2½ hour debate, following on 3 hours of ordinary Council business, and to a chorus of ill-smothered yawns, the decision was made, by 31 votes to 14, to go ahead with the road. The only reservation was to withhold a decision on The Mount pending the making of a model to show an alternative offset junction which the consultants had suggested was feasible. So much for the direct effect of our petitions on the Council; but even the councillors now realised that public opinion was on the move. The strands of protest were beginning to draw together.

Protest

It now became apparent that we had no alternative but to carry on the fight to public inquiry - but who was to do it?

We did not think that in such a fight any real help could be expected from the Georgian Society and the York Civic Trust, since their executives had declared their acceptance in principle of the scheme; the local MP had done the same and so had the local press. Though one or two smaller groups were sympathetic, they felt themselves unsuited to lead a public protest. For this it was obvious that a totally new body must be formed. A meeting held on September 1 of various concerned people from all over the city led to approaching a solicitor for advice. A public meeting on September 22, originally intended only for those affected by the proposals in The Mount and Scarcroft area, was widened to include other interested people. This meeting elected a steering committee of eleven, who were to decide on further action.

This committee by degrees co-opted another ten members. Three working parties were formed: one, Projects, to study the possible alternatives to the road; one, to look into the Legal and Social aspects of the situation; and the third to deal with Publicity and Action. The chairman of each of the working parties was a member of the Executive Committee.

There now ensued a strenuous round of committee meetings to decide on the manner of the campaign. We were to be a properly constituted society - it may be true that people 'will sign anything' - they are likely to think more carefully before joining something; we needed legal help; we needed expert witnesses to speak on our behalf; we needed to raise unimaginable sums of money to pay for all this.

What's in a Name

After weeks of thought about what we shall call ourselves (it must not be anything purely 'anti', we felt), at an Executive meeting on November 18 someone said "York 2000?" and so it was. On December 8, we officially came into being, with the 21 founder members paying their subscriptions and signing membership forms and the constitution. "Now we're really in for it", said our Chairman forebodingly.

Fine Art Commission steps in, so . . .

DECISION ON INNER RING ROAD DELAYED

23

YORK City Council's decision on the inner ring road has been delayed — because the Royal Fine Art Commission first wants to meet Council representatives in

The Fabric of Protest

I MEMBERS AND MONEY

Attracting the Public

York 2000 had to be open to all who wanted to join. To ensure that it was, any idea of raising large sums of money from membership subscriptions was dismissed, and the membership fee set at 10 pence (5 pence for juniors). In the end, with over 9500 members, subscriptions did form a useful sum of money, but we could not count on this at the outset.

The first public meeting was held 8 days after 'Constitution Day', on December 16th, in the Memorial Hall of St Peter's School which was kindly lent for the occasion. It was attended by some 250 people. Each person was given a membership form, an information sheet, and a form on which they could indicate how they would be prepared to help. It was from these forms, and with an immense amount of telephoning, that the first duty rotas for the Information Centre were drawn up.

The Information Centre

The York 2000 Information Centre opened on January 11th, 1972, in an empty shop at 2 Gillygate, kindly leased by the Corporation on the same terms they allowed to charities. The charitable function we were performing was defined, very broadmindedly, by the Council as 'educational'. The Centre, or shop, as it was generally in fact called, was open from 10 a.m. to 6 p.m., from Tuesday to Friday, 10 to 4 on Saturday, and with an extension to 8.30 p.m. on Fridays. This late opening proved to be a flop; indeed we discovered that not many people came in after 4 o'clock. The shop gave out information, was a recruiting centre, and served coffee and biscuits at 5 pence. It was furnished with chairs and tables through the kindness of a local antique dealer, with curtains and a carpet from members, and with potted palms hired at 2 pence a day from the Parks Department. Display panels showed photographs of affected areas, and newspaper cuttings etc. Helpers worked usually for 2 hour shifts, with 2 or 3 people on duty at once.

The opening was celebrated by the release of a putative 1000 balloons in Exhibition Square. The wind was not very strong, and although most rose and flew away, quite a few bobbed about a foot off the ground, a prey to delighted, stamping, small boys, or danced in and out among the passing cars. "21,000 balloons stop traffic", reported the Guardian, a splendid item of news, which was picked up by a paper as far away as Canada. It must now be revealed that it took so long, even with gas cylinders, to blow them up, that not many more than 500 were actually released. It got us national press coverage, and an interview on television, so the hours of balloon blowing were amply rewarded.

Our lease ended after 6 weeks, and we moved to a less expensive more permanent home at 142 Micklegate, through the kindness of the York Housing Association. Here we no longer served coffee - the room being so small that with more than three people in it, it began to take on the aspect of the Black Hole of Calcutta - and we reduced the opening hours to those we had found most useful, 11 a.m. to 4 p.m., Tuesdays to Fridays, and 10 a.m. to 4 p.m. on Saturdays. This also had the advantage of cutting down the number of workers needed, since there were now only two shifts a day, and as time wore on, most helpers became confident enough to work on their own. Many of the helpers worked from the very beginning right through; for many others, of course, such a long-drawn out effort could not be fitted in with their other commitments - but only about three times was the shop closed for lack of staff.

We moved again temporarily during the inquiry, first back to 2 Gillygate and then to 6 Gillygate (both leased to us magnanimously by the Corporation), so that we could be as near as possible to the De Grey Rooms, where the inquiry was held. Once the inquiry was over, we moved back to 142 Micklegate, and remained open on Tuesdays and

Fridays only, mainly to sell our merchandise, but also to give information, since this was still being asked for; and, indeed, new members continued to join - over 300 during the course of the inquiry - although active recruitment had ceased.

As an example of what happened in the shop, at p. 93 there is an account of a complete week, from the 'Business Done' records which were kept. It is not entirely typical; we did not receive visits either from the national press or the Corporation every week, but apart from that, it presents a fair picture of what went on. These excerpts will give an indication of how important the shop was as a centre where messages could be collected and delivered and information about progress passed on, suggestions made, advice given, and a general feeling created that the members had access to the centre of the society. It was inevitable, with so many different people being on duty, that not every message got to the right place, but most of them did.

This aspect of the shop, as a focus for the members, was at least as important, if not more so, than its recruitment and money-making work. Recruitment, in fact tended to be less a matter of people coming in to join, than the handing out of forms to devoted members who were preparing to persuade their friends, their neighbours, and even total strangers, to take part in the fight. Two ladies were responsible for the recruitment of over 400 members ('90% of the people we asked, joined', said one of them, in her evidence at the public inquiry), and other people achieved scarcely less heroic results.

Area Organisation

To try to create an increased sense of community and give members a feeling of involvement closer to home, York was divided into seven Areas, each to have its own organisation. Outside York but within a radius of ten miles was all Area 8 but had small local branches in some villages within it. The University campus was Area 10 and the rest of the world, from Leeds to Western Australia, was Area 9. Some Area organisations never quite came off, but some worked magnificently. Each Area organised itself differently, but it may be of interest to see how one of the successful ones worked. First of all a great many people were rung up, including ones living in various parts of the area, ones of different ages and backgrounds and ones who knew lots of people. At the first meeting of those who responded it was decided to hold a public meeting three weeks later. Two more small gatherings took place during this three weeks, to address hand-outs advertising the meeting and to decide on a fund-raising event. At the public meeting, speakers talked of the general situation and of its impact on that area in particular. Help was asked for with the fund-raising event. Thus, people were informed, their feelings were aroused, and, immediately, they were given something practical to get on with; they could at once feel involved both individually and as a community.

Canvassing

When canvassing for members door-to-door, the most effective approach was found to be that of pushing York 2000 information through letter boxes and following this up with a call two or three days later; if left longer than this, the information was liable to have got lost and forgotten about. One canvasser, at least, pushed a note through the doors with the leaflets, saying that she would be calling within the next few days. Undoubtedly, this door-to-door visiting is the most effective (and unfortunately, the most time-consuming) way of achieving a large membership. However anxious and sympathetic people may be, many find themselves unable, for one reason or another, to make the necessary effort to go somewhere and join. Time and again, at fund-raising events (where membership forms were always available), people would say, 'Oh, yes, I've always meant to join, but I've never got around to it'.

YORK 2000

AIMS : To oppose proposals to amend the town plan by the inclusion of provisions for the Purple Route, and to work with like-minded citizens of York and others for the proper examination of alternative solutions to the problem of traffic in York.

NAME (Blocks) Signature
ADDRESS Date



YORK 2000

**YORK 2000 CENTRE OPENS AT
2 GILLYGATE**

TUESDAY, JANUARY 11TH

**FIND OUT ABOUT THE FIGHT
AGAINST THE INNER RING ROAD**

Open 10-6-30 Tuesday—Saturday
10-8-30 Friday

YORK 2000 is the society formed to oppose
the Inner Ring Road at the Public Inquiry

CITY TO LIVE IN

Raising Money without Tears

Money was raised in four ways; by the 10 pence memberships, by donations, by fund-raising events and from articles for sale.

These articles included ball-point pens, square in section, bearing the legend 'York 2000 - the square deal for York'; leather key fobs, inscribed on one side 'York 2000 - key to an unspoiled city', and on the other 'Don't be fobbed off with a ring road' (apologies for these appalling puns - they were thought up by three members of the Publicity and Action Committee one evening, in a particularly frivolous mood). We had badges saying York 2000 in black on a yellow ground; ashtrays and mugs bearing a seal saying York 2000; 2000 'Roman' oil lamps saying York 2000, and also Eboracum MM for those with a classical education; the York Cookbook, with Yorkshire recipes both contemporary and historical, contributed by Yorkshire people - including Robinson Crusoe, who was a York boy. This book's pièce de resistance, mentioned in several articles on York 2000, was our Chairman's confection:

Ring Road Fool or Concrete Girdle Cake - an old-fashioned Vandal's recipe.

Take at least 350 homes and grind them to powder.

Take several well matured communities and mince them up.

Add a few crocodile tears.

Use millions of tons of concrete and fill up as much space as possible.

After 30 years cooking the fool will still be only half baked and utterly unpalatable.

Abandon the idea and join York 2000 to learn better.

All these things were paid for on a commercial basis, though both the potter and the printer of the Cookbook gave us very generous terms indeed.

As for the fund-raising activities, they were many and various, and it would be somewhat lengthy to list them all here, but most of them are set out in the Diary at the end of the book, showing too, the money which each made. Also set down in the Diary, as far as could be remembered by everybody, are the dates of the meetings to arrange the events, to give some indication of the amount of work which went into them. It is only an indication, because not all meetings were recorded, and because it takes no account of innumerable telephone calls, or the times when two people just happened to meet in the street, and momentous decisions were taken on windy corners, with the shopping bags growing heavier in the hands. Fortunately, York is so compact that, time and again, one came across the very person one needed to see, edging along Coney Street or struggling round the stalls in the Market. It would be impossible to detail everything, but we should like to pick out a highlight here and there. The long faces in the University's Education Department the day after the sponsored swim - the 8 year old daughter of one lecturer, sponsored to the hilt by her father's kindly but underestimating mates, had swum doggedly up and down the bath 21 times - that little girl made over £11 for the funds! The generosity of the auctioneer who gave his services free and made the auction such a success, and the reckless bidding-up by people playing at brinkmanship over things they didn't really want, let alone need - the ring formed by five members to secure some antique cups - the beating of them by the professional dealer. The warmth and charm of an entire family which made a buffet supper they organised in a hotel room like a party at home for their friends. The very successful dance, where those enjoying the buffet little knew how much their enjoyment depended on the efforts of two ladies in the kitchen, whose skill in arranging the plates belied the more intellectual and professional skills they practised in daily life. The whist drives and coffee evenings which made winter evenings bright for many elderly people who had not the strength to go far afield for their amusements. The most successful jumble sale ever, where there were games for the children, as well as raffles, prizes and tombola, refreshments and - everything you can think of. The admirable dexterity of our

YORK 2000

PUBLIC MEETING

"THE CASE AGAINST THE INNER RING ROAD"

at the Church of St. Martin-cum-Gregory, Micklegate on

SATURDAY 15th APRIL

at 5.45pm

Speakers:- Councillors

and York 2000

YORK 2000
"A" "GRAND GARDEN FETE"

9 September 1972
from 2.30pm

& AUCTION"

All proceeds

for the Anti-Ring Road Fighting Fund

Something for everybody: Things to eat: things to
make: plants for your garden PLUS

An amazing collection of Curiosities including China,
Glass, Household Utensils, Victoriana Furniture
and :- Engravings of YORK and YORKSHIRE
Coffee and Refreshments

No Fee - ALL WELCOME

Organised by M.D. & M. Druquer

York 2000

York 2000

Chairman with a broom, as he swept up after many an event. The incredulous delight on the faces of our hostess's children at an evening party, as a conjuror gave his performance (literally gave it, as did many other performers on other occasions). The sinister Guy for the Bonfire Party, hatted and cloaked, with a bomb like an old-fashioned plum pudding in one hand, who bore the name of most of the villains of the Inquiry by turn, over the days he sat in the window of the shop, advertising the party at which he met his infernal end; if any Councillor, Corporation official, journalist or barrister felt a burning sensation on November 4th, there may have been an occult reason for it. The early Area meeting held in a power cut - the people wending their way to the hall by torchlight and lamplight making a wonderfully romantic picture, and the proceedings if anything, enhanced by shadows and candleglow and the air of an immediate shared crisis. The arguments, the crossed purposes, the offences taken, the personality clashes; and the wonderful ability of people to forgive and forget, because the 'cause' was felt to be more important than the hurt feelings of individuals. The incredible hard work, the incredible generosity, the warmth and the sheer fun of so much of it, we can never forget.

Press, Saturday, February 5, 1972

II PUBLICITY, COMMUNICATION AND INVOLVEMENT

Making Ourselves Felt

Giving information to our widespread membership, getting the knowledge of our very existence to those who did not know of it, was one of our greatest problems. How often we wished for a sympathetic local press - they were willing to report it if we performed some stunt or 'demo', but were not willing to allow us a serious presentation of our views, except in the necessarily circumscribed letter column.

The news that Sir Mortimer Wheeler had agreed to be our 2000th member, or that J. B. Priestley had consented to be our 3000th, rated more space in the national press than in our local paper. We had, perforce, to spend more on advertising than we should have wished - literally feeding the hand that bit us.

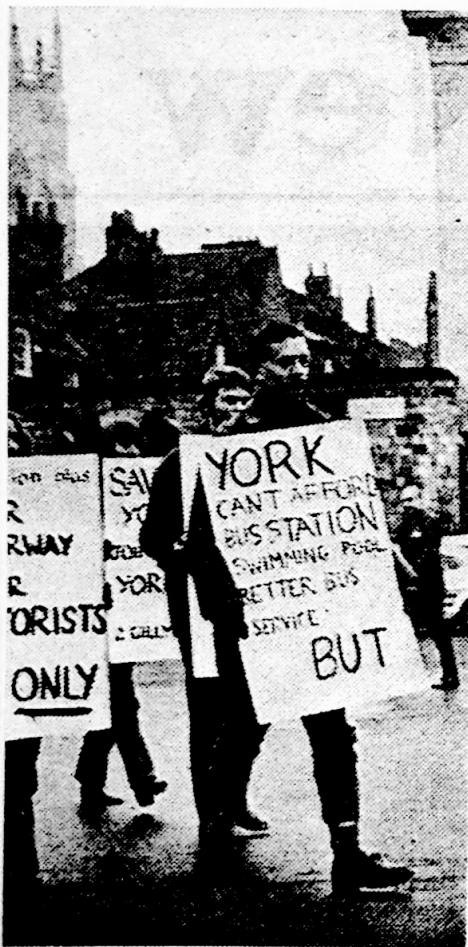
The feeling held by many of us, that our case was a serious one and should create interest on its own merits without recourse to attention-seeking devices was at odds with our need to let the people of York and the country as a whole know that York 2000 existed. The destruction of York was not to be allowed by default, and now there was a means for each one who objected to the proposed road to make his voice heard by adding it to many others.

We achieved some kind of a compromise - as is usual, succeeding in annoying both the 'we must be dignified at all costs' party and the 'burn down the Guildhall' brigade, at one time or another - sometimes both at once. When some University students and boys from Bootham School paraded among the Saturday crowds carrying sandwich-boards, we were chidden for letting the students lower our tone - but people in the streets smiled on them and said 'How nice to see you worrying about US for a change'.

The balloons at the shop opening, those sandwichmen, and three bike-ops were the only events which could be classed as demos. They gained us press coverage; how much any reader or spectator was moved by them to support us is questionable.

Television

We made more impact when we got ourselves on television. We made three appearances on the 6 o'clock local news programmes; the day the shop opened, and simultaneously on both channels the day our conference began. But the most definite reaction was achieved when Yorkshire Television arranged a programme called York AD 2000, which was a confrontation between two members of York 2000 and two pro-roads, the Chairman of the Georgian Society and a councillor. The



Students seen with their placards before the morning of demonstration.

*new demo
is time it's
ring road*

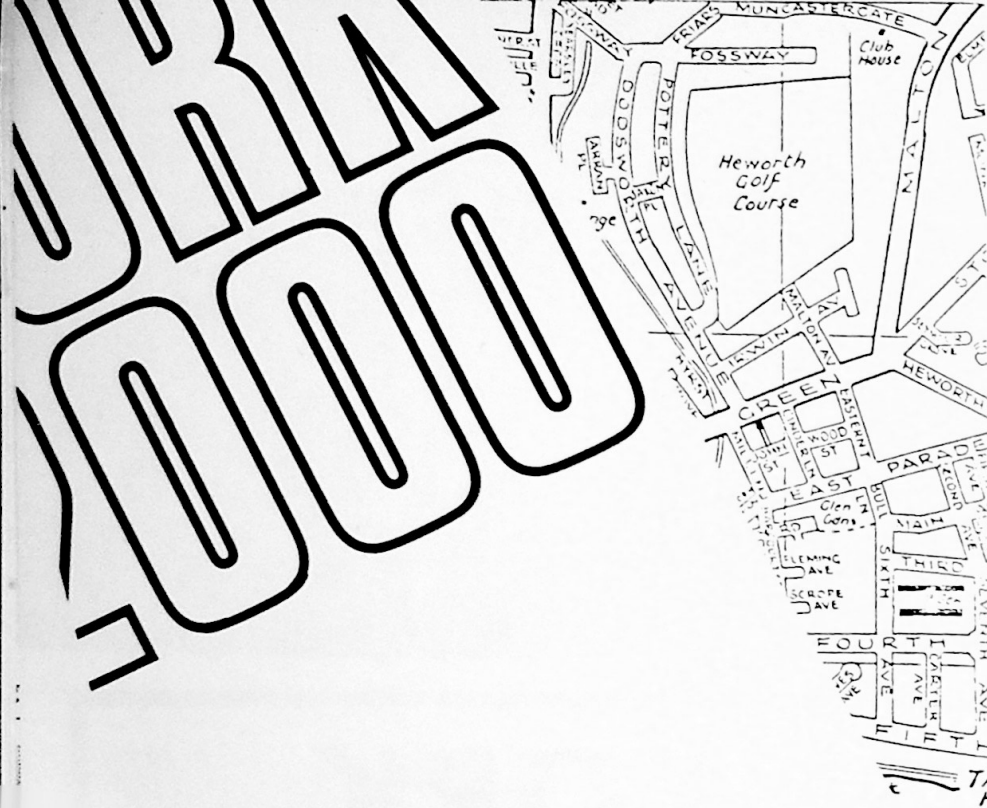
CITY OF YORK INNER RING ROAD

YORK 2000 has already collected nearly £5,000 of the £7,500 which it will cost to present an effective case at the Public Inquiry in October.

Our planning consultants Nathaniel Lichfield and Associates are now working on this case. The Committee of **YORK 2000**, the consultants and our legal adviser are in constant communication and a meeting between them is to take place in York on June 29.

Our strength lies in the active involvement of the people of York and we welcome open discussion, views and comment. If you have views, suggestions or schemes to put forward, please write to the Hon. Secretary, **YORK 2000**, 26 Clifton, York, or call at our information centre, 142 Micklegate.

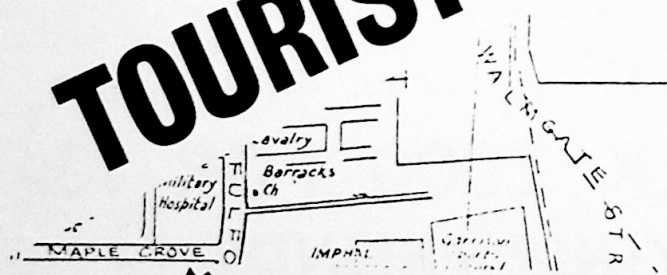
**JOIN YORK 2000 FOR 10p
ENROL YOUR FRIENDS**



KEY

All Saints' Church, North Street	...
Art Gallery	...
Assembly Rooms	...
Bootham Park — 4-lane traffic*	...
Blue Bridge Lane — High-level bridge*	...
Castle Folk Museum	...
Clifford's Tower	...
Guildhall	...
Holy Trinity, Goodramgate	...
Information Centre	...
King's Manor	...
Library	...
Lord Mayor's Walk — 2-lane traffic*	...
Mansion House	...
Market	...
Marygate Landing — High-level bridge*	...
Merchant Adventurers' Hall	...
Merchant Taylors' Hall	...
Micklegate Bar	...
Minster	...
Monk Bar — Adjacent buildings demolished*	...
Mill Mount School — 4-lane tunnel*	...
Multangular Tower	...
Museum Gardens	...
Police and Fire Station	...
Post Office	...
Railway Museum	...
Railway Station	...
St. Anthony's Hall	...
St. Mary's Abbey	...
St. William's College	...
Shambles	...
Theatre Royal	...
Walmgate — 6-lane tunnel*	...
Treasurer's House	...
Walmgate Bar — Ring Road intersection*	...
Yorkshire Museum	...
Yorkshire Insurance/Ring Road model*	...

*Proposed Inner Ring Road



s have cut running times by as much as
There has been a 1% gain in passengers
s which is the national average.

stants, the economics of
s been compared favourably
e have to be spent on roads
private car.

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1 proposals for
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d 'busways' would

YORK 2000 2 What about Public Transport? TOURIST MAP

Let 1 set out practical suggestions for York's
ic problem. This pamphlet looks at one of
more detail - public transport.
32
if nothing at all were done about
ould drift from bad to worse as
it is certain it would be
majority, for a long
AND PRODUCE

programme was a great success, as the subsequent increase in membership proved.

Advertisement

As mentioned earlier, we put several advertisements in the local paper. The first and largest was to inform our members and others of the objections we had sent to the Department of the Environment, and to make clear both that it was not too late to join and that more money was needed urgently. We later ran three smaller advertisements, emphasising the last two points in various ways. Again, it is hard to assess how effective these were, and surprising how many of our members could miss noticing an advertisement which occupied half a page. For members who did see, it was good for morale; and it was good for the Executive Committee's morale, too, to be able to decide, 'Yes, we can afford now to do this', (In fact the £114 for the biggest advertisement was donated by two members).

Local Press Letters

The other way we could try to give information through the newspaper was by using the letter column; we almost welcomed some error in reporting which gave us an opening for a correcting letter. We might have mounted a letter-writing campaign, to ensure that anti-road correspondence kept coming, but in fact this was not necessary, as it happened quite spontaneously. Not all letters were printed, but judging by the low ratio of pro-letters to anti ones, one can presume that the great majority of writers were against the proposals.

National Press

As for the national press, we had sometimes wondered if there was a conspiracy of silence about York, when The Times refused yet another letter or when press releases were ignored. We found, however, that it definitely paid to write personally to the environmental correspondent. Having reached the people who cared, this more often produced some coverage. Clearly the pressure from the environmental lobby is so great that you have to be persistent, newsworthy and lucky to get attention. In fact, although we don't seem to have the come-hither of Bath, we didn't do too badly. The balloon incident, the capture of Sir Mortimer Wheeler to be member 2000, and an article by an environmental correspondent appeared in the Guardian; the Daily Telegraph reported J. B. Priestley's membership; The Times wrote an advance piece about our conference; the Observer mentioned us in an article about cars in cities. The Sunday Times did a piece, called Running Rings Round York, very early on, before we officially existed. It was at the meeting of the Sunday Times correspondent with three of us and three councillors that one of us asked a councillor, 'Can you give us an example of a town where a ring road has solved the traffic problem?'. A moment's serious thought before, in a how-can-you-be-so-naive voice, he replied, 'Well, of course the ring road won't solve the traffic problem - nothing will solve the traffic problem except getting rid of the vehicles'.

Journals and Magazines

We appeared, in one way or another, in many journals and magazines; The Ecologist, House and Garden, the Architectural Journal, Yorkshire Life, Penny Duck and The New Civil Engineer, among others. Due largely to this publicity and judging by the applications for information, York 2000 must be featuring in an extraordinary number of theses and projects of students up and down the country.

Maps

Perhaps our best advertisement of all was produced free as a donation from a printer - 3000 Tourist maps, with the ring road overlaid on the street plan, and a short resumé of the situation. These were handed out to anyone who came into the shop to ask for them; they often joined.

Literature

Publicity was our greatest expense; it included not only the large advertisements but a host of small ones advertising specific events, some posters, pamphlets and stickers which were printed commercially, and also the paper, stencils and ink for all the duplicating we did ourselves. If we had not been fortunate in having access to duplicating machines and voluntary slave labour to run them in various parts of York, these bills could have been prohibitive. It would have been an enormous help to have had a duplicator of our own. Our Chairman once played truant from school to go and bid for one at an auction, but unfortunately his teaching duties obliged him to go away before the machine came up, and the bid he left was beaten.

We produced almost all our hand-out literature ourselves - the membership forms, a verbal description of the route, advice on Compulsory Purchase Orders, the small leaflet that had been originally used with the petitions, and, heaviest task of all, the Bulletins.

The Bulletins were a means of giving progress reports to our members. Bulletin Number 1 published in May 1972 set out our official objections to the DoE, introduced our consultants, gave a breakdown of our finances to date and advertised future events. Bulletin Number 2 was mainly a guide to the huge official model of the road proposals, at that time on show, horizontal, in the foyer of an insurance office; later to brood, vertical, over the public inquiry. The importance of drawing individuals' attention to the details of the model was illustrated during the inquiry, when one objector asked the City consultants' representative, 'Is that model to scale?' 'Yes, it's a very good model'. 'Is it accurate?' 'Yes, indeed'. 'Well, on that model you've shown my house' (one of the homes closest to the road) 'with the kitchen and garage and back toilet taken off!' Bulletin Number 3's main purpose was to give the date and session times of the inquiry and exhort the members to attend it - an exhortation which was somewhat offset by the Corporation's announcement in the press that only objectors who were to speak could be accommodated on the first few days.

Bulletin 2 was merely advertised in the press as being available, but Bulletins 1 and 3 were delivered by hand to every member in York and to many of those who lived within the 10 mile radius. Anybody who has ever done leaflet delivery knows what this means in terms of aching feet and letter-box-lacerated fingers. Some letter boxes are too high, some too low, some too tightly hinged, and some have barking dogs behind them, obviously waiting to devour whatever is pushed through.

Every Bulletin included a membership form, in hopes of encouraging each recipient to recruit a new member. The response to this was not great, but as it was a completely trouble-free way of recruiting, was well worth it. The numbers returned (and this includes forms and Bulletins given later to new members in the shop, or sent to inquirers from outside York) were, at February 9, 1973, Bulletin 1 (6000 printed) 99; Bulletin 2 (3000) 49; Bulletin 3 (7000, about 2000 still in hand) 39.

Because it was a pressure group about a particular social and environmental problem, York 2000's aims were sharply defined, its focus more precise than an ordinary amenity society's, and the emotions of many of the members were far more bound up with what the society stood for. So it was very important that it should belong to its members in the real sense that it was open to all to be as actively involved in as they wished to be - even if this led to a lessening of administrative efficiency, or some lack of consistency in points of view. There was no place for anything like an elitist amenity society in fighting this battle.

The Executive Committee provided the necessary coordination of the activities, and as a body and as individuals, were deeply involved in the day to day task of making the society 'work'. This included endless secretarial jobs, from the mundane but time-consuming jobs like filing thousands of membership cards to the more difficult and even more time-

consuming writing of countless letters. It included writing the Bulletins, articles, press releases and hand-outs, doing accounts, making useful contacts, giving interviews and information to inquirers from the press, students in search of material for theses or members of the public. It included choosing, interviewing and working with our lawyers and consultants. It included a great deal of dipping hands into their own pockets for expenses, particularly at the beginning when we resented spending every penny of our members' hard-earned money (we don't wish to suggest for a moment that this activity as well as many of the others mentioned were **exclusive** to the Executive). It included organising the conference and speaking at meetings or to other groups or societies. It included lending a hand at fund-raising events, which were, however, almost entirely organised by members not on the Executive. Of course, it included taking decisions on policy matters.

But practically all decisions that were not matters of policy were taken outside the Executive Committee - and were all the better for it, since it meant that they were taken by those who had to implement them. If somebody has a bright idea, he or she is probably the best person to make a success of it; and many members were surprised and encouraged to find how capable they were and to discover all kinds of unsuspected talents in themselves.

Even many of the policy decisions were based on recommendations from the working parties or individual members. For instance, the Projects committee was engaged in research into alternative approaches to the traffic problem, which was important in later discussions with the consultants; the Publicity and Action committee suggested the shop; the Legal and Social committee, after interviewing two, recommended one lawyer; the division of York into Areas was suggested by one of the founder members. The Executive decided how to look after the money, but not the manner of its making, except for the authorisation of various projects, such as goods for sale, or the Fête or the Tote Doubles Draw, which required an initial financial outlay. In the event, even the outlay for the Fête and the Tote was made from smaller projects, because the members running them took pride in avoiding taking anything out of the funds.

This independent and responsible involvement of so much of the membership was York 2000's most valuable asset. It existed to such an extent that it is impossible to thank everyone who helped, not only because there are so many but because there are so many whose names we do not even know.

Public Meetings

We held several public meetings in the early months; the first general one in December 1971 followed by several smaller ones in different Areas. There were also two or three meetings of the shop helpers to fix rotas and policy matters and a special meeting of many of the workers on all fronts the week before the public inquiry opened, at which our present situation was explained, and, also, Bulletin 3 was distributed for delivery over the next few days. We had a second general meeting as the inquiry ended, in the inquisition chamber itself, by generous permission of the Corporation, at which the evidence of the Corporation and ourselves was summarised by David Crease. There was also some discussion of the future of York 2000 after the ring road trouble was over, and it was indicated by many in the audience that they felt there was a continuing need for a York 2000, perhaps in a somewhat different form.

Once the inquiry was over, during the long months of waiting for the result, interest and impetus was bound to flag, and we expected this. The flow of new members dropped to a trickle although it did not dry up altogether. So it was most encouraging that when the Annual General Meeting was held on February 7th, 1973, at least 120 members turned up, ready to take a lively part in discussion. Such a number is all the more

surprising in that we could not afford individual notification and relied instead on 4 weekly advertisements in the press (and word of mouth, of course).

The AGM was held in a hall kindly lent by Bootham School. There was no distinguished 'outside' speaker, such as other societies use as a lure to attract the members to AGMs, but a member of the Executive committee talked about the report of the Select Committee, and its relation to our case at the inquiry. With County elections in the offing, and the new Counties being the relevant decision-making bodies on major roadworks, one fiery member moved, and it was seconded, that York 2000 members should only vote for candidates who stood against the ring road. This was felt to be impracticable, perhaps over political, not to mention disfranchising those who had not got an anti-ring candidate in their ward - and as one lady said, 'If I don't vote for my councillors, I don't feel I have any right to criticise them'. Instead a resolution was passed that members should question candidates's attitudes but act in whichever way they thought appropriate.

Everyone is Important

One great aid to member-involvement in a protest group is that there are so many different things to be done that all kinds of skills and abilities are needed and welcomed. The advantages of already-realised skills are easily apparent - architectural know-how and drawing, book-illustration, poster making, printing, typing, doing accounts, working a duplicator, making cakes, making pottery, taking photographs, etc.

One thing a protest group can never have too much of is hard-working, energetic people with some spare time. We found many - and it was far more than a bit of their spare time that a lot of them gave - to some of us, spare time often became what was left to fit in all the other bits of life after York 2000 work was done.

Yet we left undone many things which we ought to have done, usually through lack of time, money and workers, sometimes through failure to recognise a need. There is a continual incompatibility between having the workers close enough to the centre to be kept thoroughly informed and informing, and having them widely enough spread to do all that might be done. We certainly did not reach half the people we might have reached, or manage to involve, or involve as closely as many people as we might have done, or help all those who needed help. In many ways we failed.

Whether it was possible to do better it is hard to say. If we were starting now, armed with the experience we have gained, we could try. We might deploy our forces better; we could not have people who would be more generous with their time, their money and their devotion to the cause than those who took part in this campaign.

Many of them were facing the loss of their homes, or the inevitable deterioration of their environment caused by living near a high-capacity road. They were sick at heart and deeply anxious, but this seldom broke through the gaiety and warmth with which they worked to raise money and get members. Nor did they want to see the road shifted on to someone else's ground. Most did not have property which was directly affected, but were inspired solely by their feeling for York, although by the end of the long months of campaigning, many were moved also by deep sympathy for their new friends who were directly threatened. That many people who would not otherwise have met were drawn together by a common bond of interest was one of the happiest and most significant aspects of York 2000. Whether the road goes through or not, York should never be quite the same again.

Anti-ring road group's membership snowballing

CITY OF YORK INNER RING ROAD

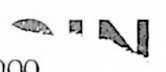
COMPULSORY PURCHASE ORDERS

HAVE YOU RECEIVED A C.P.O.?

Remember that the new Inner Ring Road is **ONLY** a proposal. Your property is **NOT** certainly doomed. Your objection should be sent to the Secretary of State, Department of the Environment, City House, New Station Street, Leeds, by 23 June, 1972. Do not delay. This will give you the right to be represented at the Public Inquiry in October.

Compulsory Purchase Orders could only be confirmed if the Inner Ring Road proposals were to be approved after the Public Inquiry.

YORK 2000 will oppose the Inner Ring Road at this inquiry. You can help us to safeguard the future of your property and our city.

 **YORK 2000 FOR 10p**
Micklegate, York

Compulsory Purchase and Compensation

The citizens of York whose property would be affected by Stage I of the Inner Ring Road have now received their Compulsory Purchase Orders.

The citizens of York whose property would be affected by Stages 2 and 3 will not receive Compulsory Purchase Orders, because the detailed planning for these Stages has not yet been done. These citizens cannot, therefore, object as people whose property is affected at the Public Inquiry in October, for the facts are not known to them. There might be another inquiry when they get their Compulsory Purchase Orders, but as the line of the road would already have been settled by then, it is highly improbable that any decision would be altered.

Name Telephone:.....
Address

COULD GIVE HELP BY:

- Working in the shop
- Any particular hours? (between 10 - 6.30)
- Helping to form a ward branch
- I w 37 join a ward branch
- Delivering house-to-house
- Any particular area?

Minutes of the Founder Members Meeting
held on 12 April 1972 at The Rise

Present: Councillor Cummin (Chairman), Messrs Angus, Crease, Drucquer, Gagen, Pontefract, Simms, Thomas, Turner, Wharton and Williams; Miss Monkley, Mrs Ree, Mrs Stephenson and Miss Wallace.

Apologies for absence were received from Messrs Simmonds and Fossett and from Mrs Rowntree

Brief Report by the Chairman:

The Chairman reported that at the meeting held between the Executive Committee and the consultants on 1 March Professor Lichfield had indicated that he was still uncertain as to the extent to which he could fight our case for us. However, he had now outlined his approach and both he and the Committee were satisfied that he should go ahead on the lines which he suggested, with our financial situation as the only uncertain variable at this stage. It is hoped that we shall be able to tell the consultants by early May that we shall not have to limit their programme for financial reasons, but if this is not possible they will plan the work in stages to fit our budget. The Chairman stressed that even if the financial situation was eased by some considerable backing, we still needed to collect money to increase our publicity and our membership drive. It had been suggested that if we had any surplus funds, they should be used to finance publication of the consultants' report.

The Chairman said that in response to requests from individuals as to the lines which might be taken in answering questions from Corporation officials or the consultant engineers, our solicitor's advice was that it would go against York 2000 to be obstructive. There was some discussion as to how far some of the information requested by Travers Morgan could in fact be required, and it was decided that individuals could refuse to co-operate as individuals, but York 2000 should have no policy of non-co-operation.

The Chairman said that the Committee had agreed that there would be no official York 2000 backing of candidates in the municipal elections. He felt that candidates should be supported on their record and not just their stated stand. It might seem reasonable to support all those against the ring road, but it could not be known that this was why they had been supported, and they would have no opportunity now to discuss the issue in Council. There was considerable discussion, and it was agreed that though York 2000 had no official policy here, individual members must do what they thought best.

The Financial Position

The Treasurer reported that we had received £3246 and spent £369, mostly on publicity. £2000 had been placed on deposit. York 2000 was not liable for tax this year, but might have to pay tax if we had a final surplus. It was agreed that the Treasurer should find an honorary auditor who was a professional accountant but was prepared to do the work for us without charging fees.

The Construction of Our Case

Seeking an Expert

From the earliest stage of York 2000, when it was nameless, chairman-less, and penniless, we accepted a constructive, rather than a negative approach. It was agreed, therefore, that we must look to experts in legal matters and in planning matters to give us the guidance and ammunition required to put up a worthwhile fight. On October 18th, three committee members met one of the most eminent planning consultants in London, and discussed the position with him. We were grateful for the time given to us and for the kindness with which we were received. We were told that our ring-road situation was one of several very similar situations which he had met in other places, and he understood well the difficulty of arguing against a fixed "ring-road concept", once this had been established. It might be possible to obtain help from this firm of consultants. But we came away knowing that we were handicapped in such approaches by the fact that we stood alone in York, by the lack of any suggestion for a clear alternative to the city council's plan, and by the need to raise a considerable sum of money if first-class advice was to be employed. The lack of money was the least worrying aspect. We were confident that hard work and enthusiasm could somehow overcome this barrier, but it was not so easy to deal with the others. York, said our consultant, was "a hot potato".

Legal Advice

During this period, we were also looking for appropriate legal advice. Before York 2000's formation, a small group of concerned citizens had approached a solicitor with a good reputation in the field of public inquiries. We met him on 20th September, and as a result he summed up the situation as involving certain facts and issues, and suggested three possible procedures. We could either:

- 1) Fight the whole issue, appearing throughout the inquiry, opposing vigorously and putting up suggestions for further consideration.
- 2) Oppose the fundamental issue only, and put up a case by way of legal representation and expert witness for reconsidering the methods of approach.
- 3) Make a statement only, pointing out that the blinkered acceptance of an inner ring road to the exclusion of all other ideas since 1948 is wrong.

He recommended that the second approach would be most effective, and advised that the group's funds should be primarily directed to obtaining excellent technical backing, with a fully reasoned argument as to how fundamental alternatives could be effectively implemented, and the studies necessary to reach conclusions after presentation of alternative cost-benefit analyses. He would be prepared to represent the group at the inquiry if it didn't take too much time, or to instruct counsel if the group decided to employ counsel. He gave them a rough estimate of costs on the various lines suggested, and he suggested four firms of consultants whom they might approach.

This communication from the solicitor was passed on to the recently formed committee of York 2000 for their information and consideration. After consultation with another possible solicitor, and the receipt of another estimate of costs from him, it was decided to invite the first one to act for York 2000, and to draw up a constitution for it.

York 2000 was now to be the spearhead for opposition to the city's plan, and the York Group for the Promotion of Planning, and the other small group already mentioned, swung their support behind it. There was, in any case, considerable overlap of membership between these groups, but the York Group for the Promotion of Planning, for instance, did have wider terms of reference, and its membership was not unanimously in agreement over the issue of the ring road. This being so, it was felt better that the lead should be taken by a new body specifically

formed as a result of this issue, rather than that use should be made of an already existing amenity society. It is worth considering to what extent the whole position in York might have differed if one of the larger established amenity societies had given a clear lead at this stage against the road. Its composition, and doubtless method of working, would have been bound to be different from that of York 2000, but given such leadership, it might be that York 2000 would never have been formed.

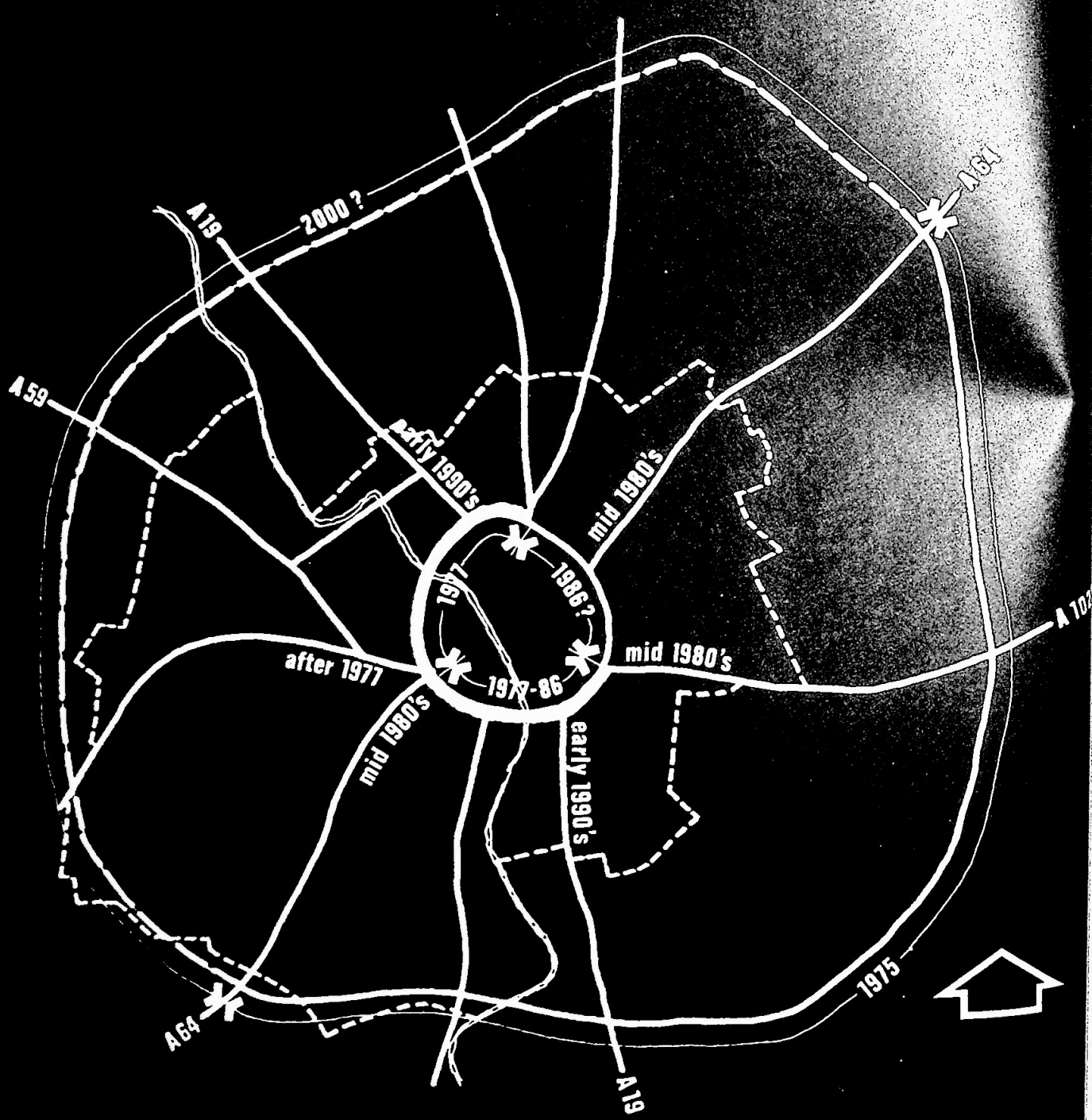
Finding an Expert

As a result of discussion with this solicitor, a short-list of six possible planning consultants was produced. Each firm was contacted and certain questions were posed to it. The answers were considered by the committee, who reduced the possibles to three, each of whom were visited by two of our executive. It was decided at a committee meeting on 27th January, 1972, to ask Nathaniel Lichfield and Associates to undertake the job. Professor Lichfield's particular advantages as a consultant for York were felt to be not only his evident enthusiasm and his standing in the country, but his experience of York gained when carrying out an economic analysis in connection with Lord Esher's study, his membership of the Urban Motorways Committee and his expressed interest in extending his work in Stevenage to an historic city. The Urban Motorways Committee was set up by the Government to consider the place of motorways in urban areas, and had been faced with many of the questions relevant to York's problems. It was about to report its findings. The Stevenage arguments had been very largely based on questions of modal split, and Professor Lichfield had come down in favour of concentrating on public transport rather than on large-scale road building. We felt that his methods of dealing with problems in Stevenage showed sympathy for the wider approach which we wished to see taken to the problems in York. It was felt to be an advantage, too, that Mrs. Honor Chapman, also involved in the Esher study of York, would be likely to cooperate with him again in our case. Professor Lichfield had asked detailed questions about our objectives and proposals, and had had to be satisfied that he would have a free hand. From the outset, Professor Lichfield had emphasised that he must be satisfied that there was a sensible and reasonable planning case to be put forward. We had liked this approach, and been happy to cooperate in it.

The appointment of Professor Lichfield to examine the technical case was announced on February 15th, and on March 1st he and Mrs. Chapman came to York to speak to the founder members, to whom, because of a power cut, he was largely a disembodied voice. Then he and our legal advisers met the executive committee for a working dinner, which became a meeting and ended at 1.0 a.m. The object was mainly to draw up our terms of objection, but we also discussed tactics and costs. By the end of the meeting, it became clear that Professor Lichfield needed more time to assess the situation, and work out possible approaches before making a final commitment to the job. We had to admit that we had little money, though we were confident of raising it, but this was only one problem. His concern was whether or not there was a case to be made, and if so, how best to do it. Professor Lichfield strongly advised the appointment of a traffic expert as well as himself, and suggested Professor Alan Proudlove, Professor of Transport Studies at Liverpool University, and we were prepared to accept his advice on this. He undertook to contact Professor Proudlove and discuss the case with him. Because of our financial uncertainty, we agreed to tell Professor Lichfield in a month's time how much money we had, and he would then let us know what he could do. He was prepared to work in stages, according to our resources.

At this stage, the inquiry seemed likely to start in the summer, and we felt more than a little unhappy at the prospect of such a hold-up on starting work, and extremely unhappy at the prospect of starting again





to engage another consultant if Professor Lichfield decided he could not support us. In fact, this was the lowest point of our morale. We were, however, somewhat cheered to discover the next day from someone who knew his methods, that he tended to be cautious, but that if he took us on we would know that he would think there was a good case to be made. So we kept our fingers crossed, and waited for news from London. Fortunately, it came in half the expected time, and in the form of acceptance of our brief. Professor Proudlove would also work for us, and we now knew that the inquiry was to be in the autumn. Professor Lichfield, in a letter to us of 17th March, 1972, said:

"In essence, we are all of the opinion that there is a case to be made on your behalf at the Inquiry on which we would be able to give evidence on the following lines:

1. Historically, apart from the plans of Professor Adshead and Lord Esher, York has a poor record as regards the planning of its City in that it has neither planned comprehensively nor consistently.
2. Methodologically, its approach to planning has been unsound and unimaginative in terms both of:
 - a) the overall planning of the City; and
 - b) particularly transportation.
3. In respect of the overall planning of the City, there has been little or no explicit proper consideration given to York's problems apart from the walled City and road system since the early 1950's.
4. In respect of transportation, the whole approach to the proposed road system in terms of survey, analysis and proposed solution is open to question in that, since the mid-1940's, it appears to have been on the concept of an Inner Ring Road, a concept which is no longer regarded as necessarily a correct solution. This has led to the premature studying in depth of a particular solution to traffic problems in York, prior to proving that conceptually it is the best of a number of alternative solutions.
5. Essentially, the recent planning of York on the part of the City Corporation has been dated in that it has not been approached comprehensively both in terms of:
 - a) consideration of the objectives of planning in York, problems in achieving those objectives, evolution of alternative methods of meeting the objectives, and evaluation of these alternatives with a view to finding the "best" solution for the whole community; and
 - b) the techniques employed which have been broadly restricted to traffic with little consideration, for instance, of land use and environmental areas.
6. Those studies which the Corporation has commissioned from its consultants, i.e. Lord Esher and Travers Morgan/Land Use Consultants, whilst being good examples of their kind, have been restricted by their terms of reference in that they are studies in depth of particular problems for which solutions are required but out of the context of an overall strategy for the planning of the City.
7. Professor Proudlove does not envisage that he will be able to say that the Inner Ring Road is wrong per se, but that it has not been shown to be the only or best solution. He has in mind putting forward tentative suggestions as to alternative transportation solutions which basically would make better use of existing roads and pay proper regard to environmental areas outside the walled city. He may also be able to make a useful analysis of 1966/71 Census material to demonstrate that certain aspects of the traffic survey data, on which the City Engineer has based his conclusions, are open to serious question.

8. Professor Proudlove is of the opinion that reliance on public transport, with or without some improvement of existing roads, to solve York's transportation problems would not work. I would therefore be putting this forward merely as an alternative which should have been considered and evaluated as part of the overall approach."

Four of the committee met the consultants in London at the end of March, and things began to happen. We now had a little more leeway financially, and promised to say by mid-May how much we felt could be spent. A programme was laid out in two stages. It was agreed to have local discussions on help which members might give locally, and to explore ways in which other like-minded bodies might work in with us. If money was too tight to allow us to engage the consultants to appear at the inquiry, our legal consultant would appear for them, but this would be less satisfactory. It should perhaps be said here that when the inquiry was over, we discovered that planning consultants were very wary of getting involved with amenity societies or protest groups, and that we were in fact the first such group for whom Nathaniel Lichfield and Associates had worked.

A Plan of Campaign

From the start of our discussion on possible opposition to the Council's plan, it had been appreciated that a good, workable, alternative solution to York's traffic problems was our best route to success. But it had also been appreciated that to produce such an alternative was far from simple. It had to be either an alternative route, or an alternative method of dealing with the traffic. The more we discussed it, the clearer it became that it was extremely difficult to produce an alternative route which would not be equally damaging to the environment of York. Avoiding the "historic core", and specific monuments such as the Bars, walls or particularly important buildings, was an obvious priority. But our thinking was wider than this. We were concerned not only with lines on maps, but with wider issues. We were concerned with total York, with the city in which we worked and lived and shopped, and carried on all the affairs of a community. It is a relatively small town, with a boundary drawn tightly round it, and it is built on a small scale within this area. Any dual-carriage highway on the suggested dimensions, and with the necessary large-scale roundabouts and intersections, seemed to many of us to be out of place visually, and socially disruptive wherever it was put. Although efforts were still made to look for an alternative route which was not felt to be so damaging, we also wished to explore other methods of looking at the traffic problem.

Given the correctness of the predictions on traffic flow, there was a growing feeling that some measures must be taken to deal with it other than by building more and bigger roads within the boundary. No claim is made that this was the conclusion reached by all members of York 2000, but it was one which was being increasingly considered, and its consideration was a main factor in our choice of consultants, and in our stated objectives. Even so, at no point did we constrain our consultants by stating that we must not put forward some form of ring road as a possible solution. As one of our major arguments against the proposed ring road was that the terms of reference given to Travers Morgan had been too narrow, we were determined not to fall into the same trap. Many of us would be sad if our case included putting forward a ring road, but we left it to our consultants to look at all aspects of the situation and suggest whatever solution they thought might be best.

Those of us who were against a ring-road solution were not thinking only in terms of one of the scale suggested by the Council, but we felt that a ring-road solution as such was rapidly becoming an out-of-date concept.

We felt ourselves to be at a turning point in thinking on traffic problems. Up to now, it had seemed logical and economically defensible to make whatever allowances were required to accommodate increasing speed, size and volume of vehicles. Now a point had come where a combination of factors was causing some reconsideration of this principle. Beyond a certain point, to widen existing roads and build new ones means destroying buildings, homes, and precious surviving patches of greenery, and changing for ever the character of a place, and the nature of a community. When you add to this the seeming endlessness of accommodating more and bigger and faster traffic in this way, it seems time to ask where it will end, and whether it is really what we want. Many members of York 2000 were not yet asking these questions, and, though not liking the scale of the suggested road, thought that some re-routing (not necessarily "off my patch"), or decrease in size, might be as far as we could hope to go. But others felt that in the rapidly changing climate of opinion on traffic problems, in a place like York, we had a golden opportunity to question the whole basis of thinking on this subject. Evidence was beginning to trickle in, from other places in this country and in the world outside, of attempts to experiment with new approaches to these problems, and few of the places concerned had so much justification as York for considering the importance of their environments. This was the message which some of us at least felt should be hammered home.

However, we were not so unrealistic as to think that this would be an easy argument to sustain. Most of us were faced regularly with the question: "What's your alternative?", and when an attempt was made to put across the need for some major re-thinking and re-education, we were often answered with scepticism and "pie-in-the-sky", and "you'll never get people to give up their cars". It was also very difficult to convince those who wanted passionately to free inner York from traffic, that we were just as concerned to do this, but were trying to avoid the sacrifice of outer York in the process.

For the next few months, discussions among ourselves and with the consultants concerned alternative routes, alternative methods, and criticism of the approach so far made to York's problems regardless of whether or not we would be able to provide any alternatives. We knew the weakness here, but we also knew the weakness of putting up an alternative not adequately supported by well attested facts. It had taken Travers Morgan two years to produce a properly worked out scheme for a route which was largely predetermined. Our consultants had had four months, and much more limited resources, in which to survey the whole situation. It would have been not only dangerous, but presumptuous, for us to suggest that we now had the answer, and our critics would have been the first to point this out. Rather than make an inadequate attempt to put forward an alternative, we would say firmly that we had no alternative, as such, but that we were suggesting other possible approaches which ought to be considered.

At the beginning of April, it had been suggested that the local branch of the R.I.B.A. (The York and North Yorks Society of Architects), who had already agreed to oppose the city's plan, should be asked to consider the civic design aspects of the situation, and this they agreed to do. This contribution developed eventually into a very important part of our case, and David Crease, an architect who is head of York University's Design Unit, and a member of the executive of York 2000, took over responsibility for considering the environmental effects of the city's proposals. Henceforward, the three approaches to the subject (environmental, traffic and town planning) were considered together as combining to produce an overall attack on the Council's plan. Mr Crease's work involved much photography and photocopying, the cost of which was met by the local chapter of the R.I.B.A. and York 2000.

There was one further, and very important, development in our campaign. It was mentioned, in connection with our first meeting with a consultant, that we were less worried about raising the necessary money than by some of the other obstacles which we faced. This was only true, of course, in one sense. We needed a lot of money, and could not do the job without it, but raising it was somehow a challenge which could be accepted and faced, with the knowledge that it was up to us to work for it, whereas effort on our part would not be enough to overcome some of the other obstacles. We had engaged a leading firm of consultants and others to work for us, and now we had to find a way of paying them. We had raised nearly £3500, but our original target of £5000 was now £7500. At this point, our morale received perhaps its greatest boost. The Joseph Rowntree Memorial Trust offered to contribute to the financing of the research work done on our behalf by our consultants, and to finance the publication of this research by the Sessions Book Trust.

Support from Joseph Rowntree Memorial Trust

The Rowntree Trust would not be financing the preparation of the proofs of evidence to be presented by the consultants at the inquiry, but the actual research work on which these proofs would largely be based. Thus they would be contributing towards an increase in knowledge about problems of urban transportation, but would not be involved in any consideration of how this knowledge could be used by York 2000 in fighting its case. This contribution took a considerable load off our shoulders. In addition, we felt that in a sense we had now "arrived". There had been various schools of thought as to the methods which York 2000 should use in order to attract publicity. Those members who had advocated an objective, constructive and relatively "sober" approach, and had rejected "demos" which were bound to antagonise some sections of the public, even while satisfying others, felt somewhat vindicated now. We knew that we should not have gained support from such a body as the Trust if we had seemed to be only "anti", and we knew that the Trust had been impressed by the fact that Nathaniel Lichfield and Associates were to be our consultants. We began to feel that we were no longer alone in a hostile world, which, however much you believe in a cause, can be a demoralising situation.

The Civic Trust

One final reward was yet to come, but may be mentioned here. Just before the inquiry opened, we received a contribution towards our expenses from the national Civic Trust. Financially, it was small, as their resources are very limited and much in demand, but morally it was large. It was given because they felt that it was important that the proposals for the ring road, "along with all possible alternatives, should be properly investigated. It is understood that York 2000 will be subjecting the proposals to the closest scrutiny, and it is on this basis that the grant to it is made by the Trust". Other very welcome contributions were made by other bodies, and by many individuals, but the contribution from the Civic Trust was particularly appreciated because of the width of their experience in assessing such situations as ours. We had made no request to them for financial assistance, and this gesture gave us very timely encouragement.

Gathering Information

From now on, with our plan of campaign laid down, and our financial situation improving every day, work went ahead on gathering information and mustering it to provide as good a case as possible. There were meetings in York between the various consultants and representatives of York 2000, much planning and, tactically speaking, plotting, and little time for summer holidays. Perhaps fortunately, there was little summer. Most members of

PLANNING, PARTICIPATION AND PROTEST

King's Manor, York, 22nd-24th September, 1972

P R O G R A M M E

(The speakers are listed alphabetically within each session, and will not necessarily contribute in this order.)

Friday, September 22nd

8.15 p.m. Buffet supper

9.0 p.m. Who we are, and why. An informal session for delegates to introduce themselves briefly, in terms of the groups which they represent. This to continue as a social evening. Bar available.

Saturday, September 23rd

10.0 a.m. The art of objection and the armoury of protest.
to

12.45 p.m. Speakers: Derrick Beecham - "Homes before Roads", etc.
(Coffee

11.30) Dr. L.S. Taitz - leading "objector" in Sheffield, and
Chairman South Yorks branch of Conservation Society.

It is hoped that members of the conference will contribute to the discussion from their own local experience of successful "ploys".

1.0 p.m. Lunch

2.30 p.m. How to present your case

Speakers: Leslie Ginsburg - Associated Planning Consultants.

Stephen Plowden - Metra Consulting Group Ltd.

Roger W. Suddards - Solicitor, LMRTPI.

Why not participation instead of protest?

Speakers: David Cummin - Chairman, York 2000.

Miss Audrey Lees - Director of Environmental Health
and Protection, Liverpool.

7.30 p.m. Dinner

8.15 p.m. How could participation be improved?

Speaker: John Palmer - Senior Lecturer in Town Planning,
Polytechnic of Central London.

Followed by discussion and social evening - Bar available.

Sunday, September 24th

10.0 a.m. A place for a national co-ordinating and advisory body?
to

12.45 p.m. Speakers: Arthur Percival - Civic Trust
(Coffee

11.30 a.m.) Dr. L.S. Taitz - Conservation Society

John Yeoman - CPRE and CoEnCo

1.0 p.m. Lunch

Rethink on roads urged

WATCHDOG GROUPS

CALL FOR AID TO

FIGHT PLANNERS

York 2000 could not in general be involved directly in this stage of our campaign, and it was difficult for those who were supposed to know what was happening to put across what could be put across, but hold back on what could not. It had been decided that until our case was complete, it would be better to say as little as possible, in detail, of the lines which were being followed, in case they were changed, or the emphasis was shifted, and this depended on the analysis of material which was still being collected. Some members could help directly, and did so, by studying the Minutes of the City Council over the past fifteen years, by helping with map drawing and photography, by making useful contacts when they were needed, by funnelling in information from any relevant sources, and by using specialist and local knowledge. We would have liked to carry out a survey of the likely social disruption which the road would cause to a particular section of the route, but it was decided that time and resources were inadequate to do it properly, and it was therefore better not to attempt it.

Calling a Conference

There was considerable pressure in these last few weeks before the inquiry, not lessened by the work involved in running our weekend conference. This had been called by York 2000 because it was felt that there were groups like ours all over the country, struggling with similar problems, who would benefit from an exchange of views. We invited groups which we happened to know about, but there was evidence that we could have widened the scope of the conference and enlarged its membership quite considerably, and been sure of support in doing so. This was encouraging, though our intention had been to keep the group small enough for useful discussion at this stage, and we stuck to this. In the event, we felt amply justified in this venture, not least by the way in which busy people were prepared to come from all over the country, and pay their own expenses, to work a 11-hour day, and then continue for two hours after the conference's official end. In fact, we understand the discussions continued all the way back to London at least, if not to other places. There was a spontaneous and unanimous request for a resolution to be produced by the conference, and this was done, and copies sent to the three Secretaries of State in this country. From the point of view of York 2000, the conference not only gave us some useful hints from others with wider experience, it also gave us moral encouragement to realise how widespread were the sorts of problems we were facing. In addition, it gave us welcome self-confidence because it appeared that our organisation struck others as efficient and praiseworthy, though, to ourselves, we were still a bunch of amateurs feeling our way.

The Need for Counsel

Our final major decision was with respect to legal representation at the inquiry. In early discussions with our legal consultant we had been advised that it was not necessary to employ a barrister, and in some ways not even desirable, as well as being cheaper. We were told that many Inspectors preferred to hear cases given as directly as possible by the people concerned, and were as likely to be put off by the approach of a paid advocate as they were to appreciate the points which his skill would lead him to make. Our legal consultant was prepared to put forward our case himself, and to call our planning and transport consultants as witnesses. But, as the case developed, it became increasingly clear that it would be longer and more complex than had seemed likely. We were therefore advised to employ counsel, as it would be difficult for a busy solicitor to give the necessary time to preparing and presenting the case, and we accepted this advice, and the name of the counsel proposed to us. It was then up to him to direct our operations. He had to digest a great deal of detailed information in a very short time, and with the minimum of visits to York. He was the most "detached" of our professionals, which

is not intended as a criticism of his approach, but as a statement of his relationship to the case. There were times when we felt that he was placing the emphasis other than some of us would have placed it, or overlooking points which we felt to be important. But we were not always in agreement among ourselves, and even with much more time at his disposal he would have found it difficult to represent all our views. We knew that he was skilled in presenting just such cases, and that decisions on presentation must be left to him. But those of us most closely involved at this stage felt a very considerable responsibility. We wanted to ensure that those presenting the case had all the ammunition which we could provide, and that the case would not suffer on this score. This left us torn sometimes between seeming to tell our experts how to do their job, and ensuring that they really did appreciate what we felt to be important information. After all, in so far as we were more inside this particular case, we were also experts, and, indeed, our consultants treated us as such. We were also facing our first public inquiry, as well as our first experience of being represented by counsel. We had little time to adjust to the implications of this. If we were left in the end still wondering whether some unpursued points were better so left from a tactical viewpoint, or could with profit have been pursued, this is no criticism of our counsel. It is, rather, another indication of how familiarity with the machinery of such situations inevitably favours the more experienced side.

Cooperation with other Objectors

As well as our own case at the inquiry, York 2000 felt in some ways responsible for other cases which were being put forward. These might involve individual objectors who were members of York 2000, or bodies who were arguing on some of the same lines. We felt that it would help the inquiry, as well as the objectors concerned, to avoid overlap as much as possible by getting people together to discuss the various lines being followed, and to see whether some coordination could be attempted. A meeting was called therefore of all interested bodies, chaired by our legal consultant, and brief outlines were given of each case. As a result, our solicitor decided that it would be best for York 2000 to put their case separately from all the other groups, with one exception (the local branch of the R.I.B.A.), though we would act as an adviser to those groups or objectors needing advice. They would prepare their own cases, but it was felt that all were helped by this degree of cooperation. Individual members of York 2000 were advised to object separately only if they had some particular reason for doing so, as, for instance, if they had property or interests affected by the proposed road and wished to emphasise their particular objections with respect to them. Otherwise, even if they had registered as objectors, they were advised to write and withdraw their objections on the grounds that York 2000 was now covering their case, and representing their interests. Some people accepted this advice, some left their names on the list but withdrew later, and some objected eventually on grounds considerably different from those originally intended, or added their names even after the inquiry had been going for some time, because they felt that they had something to contribute which they had not fully appreciated until they saw how the arguments were going.

How to face the Inquiry

York 2000's case was to be put in three parts. The first witness would be David Crease, on behalf of York 2000 and of the York and North Yorks Society of Architects. He would concentrate on environmental aspects. He would be followed by Professor Alan Proudlove, as our consultant on transportation, who would in particular query the methods used in collecting and interpreting data and the implications thereof. Finally, Professor Nathaniel Lichfield would take a wider view of the planning

implications, querying the adequacy of the information available and the narrowness of approach, and putting forward possible alternative approaches. These three were our team, backed up by our legal consultants and led by our counsel. We had several long and hard-working sessions to ensure that the three lines of attack would work together and that, where appropriate, cross-reference could be made from one proof to another, and much midnight oil was burned by all our experts. The time pressure had been considerable throughout, but became greatest at this stage, with information being gathered up to the last moment, and some having to be rejected because it was too late for inclusion. Drafts of proofs were superseded by later drafts, the railway station was combed late at night for errant parcels of proofs, photo-copying machines (and attendants) were over-worked in various parts of the country, and a hectic time was had by all.

The Public Inquiry

Public: The role of York's side, says QC

What is an Inquiry?

To most members of York 2000, a public inquiry was something vaguely heard of, which occurred in other places, the procedure and limitations of which were largely unknown. But it now became more personal, as our public inquiry was clearly the end to which our efforts were directed. Our consultants had been appointed to study the situation so that we could put forward a convincing case at the inquiry, and this was to be our chance to show the powers that be (both national and local), and those members of the population whose eyes were not yet opened, that we had a case. A "public inquiry" sounded as though it would be directed to allowing us, the people, to ask questions which we felt had so far not been asked, and to suggest our answers where we felt them to be more appropriate. This was to be our chance to influence the situation. There was some doubt as to whether the "public" aspect related to the nature of the inquirers or to the free access of interested citizens to the inquiry, but it seemed that in any case it was our right to be heard.

Naturally, we assumed that the hearing would be fair, and that where we had valid points to make they would be taken, though the resulting action taken was an unknown quantity. Naturally, we felt that our cause was right, and that if our case was put over efficiently, it must carry weight, and we knew that a great deal of hard and devoted work by many people was now to be put to the test in a relatively short time. It was, therefore, something of an anti-climax to the First Night atmosphere when the inquiry was actually opened by the Inspector with a quiet matter-of-fact: "We'll start the inquiry now".

Inquiry Procedure

We had been led to believe that the atmosphere of the inquiry would be relaxed and informal, and that a "legalistic" approach would be neither relevant nor acceptable to the Inspector. Apart from this, it was not easy to discover much about the procedure. The original notice for the receipt of objections to the amended town plan had led people to assume that no-one not objecting within the statutory six-week period could be heard. This period terminated on 10th March, and the inquiry opened on October 17th. However, it gradually became clear that whatever was statutory, there was much more flexibility in the actual procedure. As mentioned, objectors were still surfacing for the first time during the course of the inquiry. This, however, was not being encouraged by the Inspector, except where property interests were at stake, and the objector had for some reason not realised that he should be objecting. But it was apparently up to the Inspector to decide whether or not to hear people, or to ask them to submit a written objection, and our Inspector was very generous in his time and patience, and stretched the procedure as far as it would stretch.

Other unclear aspects of the inquiry were gradually sorted out, but there seems to be no central effort made to help "the public" understand what is required of them, or allowed to them. We discovered by chance that inquiries never take place on a Monday, and rise early on Fridays, and that the accepted hours of sitting are from 10.0 a.m. to 5.0 p.m. It appeared that objectors were expected to provide copies of their proofs of evidence for the Inspector, the opposition, the press, etc., but there was no directive as to what this involved in numbers. The advice given to us by our solicitor was to produce at least six copies, and preferably twelve. This can be an unwelcome expense to some objectors. It then appeared, after the inquiry had been going for some time, that there were copying facilities available at the inquiry, but it was never made clear what limitations there were on those. Sometimes the public could have copies of proofs, and sometimes not, or only so far as they were available. It seemed at first that the press were automatically supplied with copies, but later it appeared that this might not be so unless requested by

C I T Y O F Y O R K

TOWN AND COUNTRY PLANNING ACT 1962

CITY OF YORK DEVELOPMENT PLAN AMENDMENTS : INNER RING ROAD

Notice is hereby given that proposals for alterations or additions to the above Development Plan were on the 27th day of January 1972 submitted to the Secretary of State for the Environment.

The proposals include the route of Stages I and II of the Inner Ring Road with consequential and other amendments to the confirmed Development Plan and affect and relate to land within the City and County of the City of York.

Certified copies of the proposals have been deposited for public inspection at my office in the Guildhall, York, and at the office of the City Planning Officer, 7 St Leonard's Place, York.

The copies of the proposals together with copies of the Development Plan are available for inspection, free of charge, by all persons interested at the places mentioned above between the hours of 9 am and 5 pm on Monday to Friday each week.

Any objection or representation with reference to the proposals may be sent in writing to the Secretary of State, The Department of the Environment, Whitehall, London SW1, before the 10th day of March 1972 and any such objection or representation should state the grounds on which it is made. Persons making an objection or representation may register their names and addresses at my office and they will then be entitled to receive notice of any amendment to the Development Plan made as a result of the proposals.

Dated this Twenty-Eighth day of January, 1972.

H.J.Evans

Town Clerk

Guildhall
YORK Y01 1QN

the objector.

These are relatively minor details, and no doubt some of the officials on the other side were as inexperienced as the objectors. But there would seem room for some information to be available generally on such issues, and even more importantly on the actual procedures to be encountered by objectors. It is sufficiently nerve-wracking to most people to have to speak in public, and worse still to have to answer cross-examination, but it would help them to do this better if they knew more of what to expect. It was noticeable that those objectors who had attended earlier sessions of the inquiry not only gained by knowing the procedure, but also by having formed some estimate of the type of questioning to be expected, while objectors new to the inquiry were clearly embarrassed by not knowing the procedure, in spite of the Inspector's kindly explanations of it. This is quite apart from the possibly off-putting nature of the actual cross-examination, or the fact of being the focus of attention to the intimidating array of officials and a blurred crowd of "public", or being surrounded by microphones, visual aids, large tomes, busy pencils, and a constant coming and going of mostly unidentifiable but obviously confident people "on the other side". And above all this activity sat the Inspector, watching each speaker intently, making notes, very occasionally contributing a question, an observation, a direction or a joke to relieve the atmosphere. To this had to be added the presence on the other side of one of the best known Queen's Counsel to appear in public inquiries, whose reputation, if it had not gone before him originally, wasted no time in catching up once the inquiry had opened. Any idea of sitting round in a relaxed atmosphere being encouraged to produce one's own homely solutions for the problems of one's own home was soon dispelled, though one felt that the Inspector might well have wished it otherwise. Clearly, people should not be encouraged to speak unless they can contribute something useful to the thinking on the problem, and some spoke for too long, and some might not seem to be contributing anything very useful. But others were put off appearing at all, and some who appeared did not appear at their best under the conditions prevailing. One would think that anything which helps objectors to help the Inspector get at the facts should be welcome, and this could well include some guidance to objectors.

The inquiry lasted seven weeks, and it would be impossible here to summarise it all. York 2000's objection was the first and the longest lasting one, and if not the most professional certainly had the most professionals as participants. We were in fact referred to by the local press as "probably the most academic ginger group ever to step into the local arena with a cause to champion". With two Professors as witnesses, and our third witness a university lecturer, this seems fair. To some of us, looking back to our humble beginnings, and the degree of opposition and near-derision which we had encountered in earlier days, there was a wry satisfaction to be gained from the situation. Hadn't a councillor said, months earlier, "10p will get you nowhere"? Well, it and other methods had raised enough to produce our star-studded cast here, and we were now backed by some 9300 members, with more joining every day. We had got a bit further than nowhere. Now it was up to our principals to make our case as convincing as possible.

Although some of us were still involved in meeting the consultants at lunch breaks, and after afternoon sessions, there was little more that we could now do except to rally support to fill the public seats. We had thought this might be difficult, but in fact, in spite of the inquiry taking place during the working day, there was a surprising and heartening degree of support from the public. The local press could laugh at the yellow buttons of York 2000, but there was no doubt of the interest and support of their wearers. In fact, support became too vocal on one or two occasions, and the Inspector produced a gentle and then not so gentle

PUBLIC OBJECTIONS

Our strength lies in the effective presentation of our objections at the public inquiry and for this purpose we will be represented at the inquiry by both a lawyer and a planning consultant.

A single statement made in the name of the thousands of members of YORK 2000 will carry more weight than a number of individual letters of objection saying more or less the same thing.

The name of every individual member of YORK 2000 will be registered with the Department of the Environment and at the office of the Town Clerk, as an objector. Every member will be entitled to receive notice of any amendment to the Development Plan made as a result of the proposals.

If you have special grounds for objection which you do not think will be adequately covered by the submission made by YORK 2000 then you should send your objection to the Secretary of State stating clearly the grounds on which your objection is made. It would be helpful to us if you could discuss any special grounds for objection with the Secretary, YORK 2000, and if possible send her a copy of the objection you submit.

Whether you intend to submit an individual objection or to be represented by YORK 2000, PLEASE call at the office of the Town Clerk and/or the office of the City Planning Officer and ask to inspect the Inner Ring Road proposals. When you do so, sign the register as a member of YORK 2000. We must let them know how many of us are taking an active interest in what they propose to do to the City.

reprimand: "I think we must allow the witness to answer the question himself" became "I really cannot have these interruptions to the evidence". He was right, of course, but both public reactions had been spontaneous evidence of public involvement. There was also a spontaneous and unmistakeable titter when the learned counsel for the defence said, yet again, that he would be returning to that point. By then, the public had got wise to that one. It had happened too often before and had sounded formidable when directed to the first few witnesses. But a certain absence of follow-up had produced a degree of cynicism in the audience.

Inquiry or Inquisition

To those who have experience of public inquiries, there was doubtless little new about ours, but it seems worth making some comments about what struck us as interesting, for the benefit of those who have yet to face their own. The City Council put forward their case first, and by agreement with our counsel were not cross-examined at this stage. One of our first surprises was the emphasis laid by their counsel on the nature of the road junction in front of Monk Bar: "one of the worst traffic congestion points" in the city. To one who had crossed it twice a day for some years, with lesser hold-ups than in many other places, this did not carry conviction, and it was difficult not to feel that the justification for pulling down the buildings outside Monk Bar was being somewhat overdone. In the light of later developments, this scepticism appeared to be confirmed when the Monk Bar scheme was withdrawn from the inquiry. We were also a little surprised to hear that York was one of the country's major shopping centres outside the conurbations, though knowing that this was intended to support the thesis that York must remain commercially active. This point was underlined by one of the many references made to Lord Esher's comments, whether in his Report or his correspondence, and it soon became clear that he was looked upon as one of their strongest cards. After some days of this "due obeisance" (as our Counsel called it), some members of the public started bowing at the mention of his name. We were also somewhat surprised to hear the outer ring road referred to as if it had been accepted in toto, whereas we had correspondence showing this to be far from the case. These were points which arose again as the inquiry continued. Apart from them there were few surprises in the city's case. The City Engineer and Planning Officer were called, representatives of their consultants, the Public Health Officer and Housing Manager. A letter was read from the Fine Arts Commission, which seemed to be as usefully quotable by the other side. At the end of the city's case, the objector for the Ancient Monuments Society suggested that as Lord Esher was being quoted so often, it might be best to call him - subpoena him if necessary - but the Inspector declined to take this step.

Our own evidence followed. This is summarised elsewhere. It was long and complex, and difficult to follow in detail even for those relatively inside it. Consequently, it was very difficult to assess its impact on the opposition from the points raised in cross-examination and rebuttal of evidence. Obviously, they were going to make the most of any errors or weaknesses on our part, and obviously they were not going to concede any more points than necessary. They were led by an able and famous Q. C. If, to some members of the audience, his methods of approach seemed more appropriate to a criminal court than a planning inquiry, there appeared to be little redress. At a later stage in the inquiry, when an objector criticised the "legalistic" treatment of witnesses, the Inspector said that professional witnesses, such as those appearing for York 2000, must expect such methods to be used as were necessary to obtain the facts, but that he would never allow bullying of witnesses. He also said that one of the compensations of sitting where he sat was to see the courageous way in which people unused to appearing in public will come and speak up for their homes. He certainly showed great consideration to individual witnesses, and showed no signs of allowing bullying. But there are

OPENING the case for York Corporation, when the Inner Ring Road public inquiry began at the De Grey Rooms today, Mr. Frank Layfield, Q.C., spoke of the urgency of the road traffic problem.

It was not sufficient to pursue a policy of wait and see, or to go little by little in the hope that, by wasting 10 years, another solution might arise.

"Time is not on our side, particularly in the case of York," he declared.

Any solution would fail, and valuable time be wasted, if the real nature of the problem was not tackled.

"The answer to this sort of problem is neither simple nor quick. No one measure is enough to meet it.

"A good many traffic management measures have already been taken in York; more are soon to follow; but it should not be thought those traffic management measures can be regarded as the answer.

5 proposals

Mr. Layfield said it was an inquiry into five proposals, which fell into two separate groups.

Firstly, there was a proposal to amend the Development Plan approved in 1956; to amend part of the road network to show the new road on it; also, to make a number of smaller changes such as land allocations associated with it.

It was proposed to insert two stages of the Inner Ring Road, deleting the great part of an earlier inner relief road approved by the Minister. The same proposal proposed a number of changes such as re-allocating land through which the road passed.

Secondly, said Mr. Layfield, there were compulsory purchase orders concerned with Stage One of the proposal.

Thirdly, there was a side roads order to authorise York City Council to make a number of alterations and additions to existing highways, from footpaths to roads, to allow existing roads and the new Inner Ring Road to function to the best advantage.

Fourthly, there were several applications for permission to demolish listed buildings.

Two of them arose from the Inner Ring Road Proposal, Stage One. They were 116 The Mount and St. Stephen's Children's Home. The other was the Bay Horse public house, Monkgate, needed for road improvements.

Monk Bar

Fifthly, said Mr. Layfield, there was the Monk Bar junction improvement compulsory purchase order. Whatever view was taken on the ring road, York Corporation would still like approval for the order in relation to Monk Bar, which was "one of the worst traffic congestion points in York."

There were almost 200 objectors, said Mr. Layfield, who added that the



One had to look at the particular and peculiar circumstances in which they arose.

"I imagine there will be much common ground between ourselves and the objectors, but one must appreciate fully the nature of the problems presented by York," he said.

"This is a great, historic city and one of the finest in Western Europe. It is especially famous for the walled city which forms such an important part of the centre."

'Sensitive' area

Within the walls there were 583 listed buildings and a substantial number of ancient monuments. There were also substantial areas of importance lying outside the walls.

There were 845 listed buildings in York as a whole. The Mount and Blossom Street had 85 listed buildings and that area was "an important and sensitive" area.

Also important were Micklegate Bar, Bootham and the river bank near Rowntree Park.

"It is sometimes forgotten that amid all this historic importance and grandeur, life has to continue," he said.

The quality of much to be found in York owes a good deal of its attraction to this life and continued vitality.

"In particular it owes a great deal to its commercial life and its successes as a centre for tourism.

City's survival

"Any proposals put forward by anyone must have regard to the fact that the shops, servicing facilities, offices and so on, are essential to this continued survival and success."

Mr. Layfield then quoted from Lord Esher's study of York, which emphasised that shopping was a primary economic activity of York's centre, serving a shopping population of 175,000. By 1981, this was estimated to rise to 200,000.

York was one of the country's major shopping centres outside the conurbations.

Mr. Layfield reminded the inquiry that there was a thin line between conservation and preservation without economic use.

"The greatest threat to the continued life and vitality of York's activities is created by road traffic," declared Mr. Layfield.

The reduction and substantial removal of the greatest amount of road traffic

The need to deal with the road traffic problem was not only urgent, but it was likely to become far worse if it was not tackled very soon.

York bridges

Mr. Layfield said the effect of a great deal of traffic converging on the city was made worse by the shortage of river crossings, the nearest outside the city being at Cawood, Selby and Boothferry, all narrow bridges with low capacity.

The four bridges in York carried a volume of 95,000 vehicles a day at the last count, and they were very limited, while the pattern of streets they served presented further difficulties. These streets were extremely narrow, often winding, of varying widths, and built up with most important buildings.

It would be a great mistake to exaggerate the relief the by-pass would bring, as the expected growth of traffic generated by people living in York would more than account for any removed by the by-pass.

Mr. Layfield said that, on an average day, traffic counts had shown that 70 per cent. of incoming vehicles in the city centre were internal traffic.

A census in 1966 had indicated that 77 per cent. of the city's residents walked, cycled or went on buses to work. "Although there would not be so high a percentage now, I would invite objectors to say how much room there is for moving more people away from cars," he said.

He warned that the situation was not static, but by the year 2000, it had been estimated by the Road Research Laboratory, present traffic volumes would have multiplied by 2½ or three times.

Mr. Layfield said there were four approaches only to the problem.

The first was to suppress traffic. "This clearly presents major difficulties, and would in many cases be impossible," he said.

The second was to encourage the transfer of vehicles to other roads. "The road to which you transfer the vehicles should not be too far away, and there must be the capacity on them to take the vehicles you transfer in addition to existing traffic," he said.

"The sheer volume of traffic sought to be passed through these streets is huge for these conditions, and the volume is growing," Mr. Layfield told the inquiry.

Road users

He said the Corporation shared the views of the objectors who felt that through traffic should be encouraged to avoid York altogether, and welcomed the outer by-pass, which he said was expected by 1975.

"But there is no suggestion whatever that the proposals now put forward are intended to deal with the volume of through traffic," he said.

The third was to encourage the use of public transport.

And the fourth was to combine the second and third solutions. "It would be helpful if objectors are candid about which of these courses they support," said Mr. Layfield.

Objectors

Leading the objectors is the York 2000 Group, which is represented by Mr. David Woolley.

He said he would call three witnesses: Mr. D. P. Crease, an architect in the York University Design Unit; Prof. J. A. Proudlove, professor of transport studies at Liverpool University; and Prof. Nathaniel Lichfield, professor of economics and environmental planning London University.

Mr. J. R. Johnson is representing a group of objectors called the Trentholme Action Group, and will be calling, as a witness, Mr. Roy Gazzard, an architect and town planner.

More cash for road planners' victims

By Our Political Staff

BIGGER and better compensation for people whose home or business is affected by road schemes was announced in the Commons today by the Environment Secretary, Peter Walker.

Mr. Walker's new deal need legislation, but some of the proposals will be backed and apply to developments since 1969.

In addition to a new compensation code for those who have lost property, home owners living close to new road schemes will be able to have their property sound-proofed.

Distress

Among major proposals the White Paper, published day, is a special payment to people who are uprooted and distressed to own whose properties are taken over if they have lived there seven years or more.

This payment will also be available to tenants at times rateable value with a maximum of £1,500.

There will be a new payment to cover "planning blight" available back-dated to October 1969. This will cover loss of value for homes, businesses and farms.

Residential occupiers will be entitled to disturbance compensation and have a right to be rehoused.

Extra benefit

Anyone entitled to compensation who is re-housed in a council house will no longer lose any part of the compensation.

People over 60 years of age who lose a small business will get extra benefit, and local authorities will have to plan for properties affected by blight at an early stage.

some methods more likely than others to produce the best solution to a problem, when in theory anyway this is what both sides desire, and it seems relevant to ask whether the "legalistic" atmosphere of a public inquiry is one of these. Even without any intention of bullying, an experienced Q.C. starts with an obvious advantage in such a situation, and if he makes good use of this advantage, it is bound to help him to score points. As public inquiries are set up now, this is clearly what he is setting out to do. Faced with such an experienced Q.C., waiting with a great show of patience for an answer which he has made it plain should be limited to "yes" or "no", and making it equally plain that even if a point should be scored against him he will be unlikely to linger on it, even experienced witnesses can find the going hard. The most experienced witness in our inquiry was able to time his qualifications to his "yes-no" responses in a way which ensured that a fuller answer was given than would otherwise have been the case, and a few others succeeded, by persistence, in making points in this way which they felt it important to make. But even if professional witnesses may not be unduly affected by the tactics employed, most witnesses are not professional, and can be only too easily upset. If evidence is weak or inaccurate, this must be made clear, but the evidence of an inexperienced witness made nervous by an unsympathetic approach can seem weaker and less accurate than is in fact the case. A good Inspector, such as we had in our inquiry, will of course, see this, and make due allowance, but such treatment of witnesses has wider effects than just on the particular individual concerned. And a public inquiry is not a criminal court.

This aspect of the inquiry has been considered in some detail here because it was felt very strongly, by those listening, to be wider in its effects than just to upset an individual witness. Though York 2000's witnesses might be called professional in one sense, our first witness was in no sense professional in terms of facing cross-examination, or appearing at public inquiries, and he was the first victim of this approach. Fortunately, he is clear-thinking and relatively unflappable, and was being patently honest in his answers. But he was still shaken, and, what was perhaps more important, so were all those who heard this session. Word soon spread, and apprehension with it. Given the greatest encouragement and the best conditions, some who could contribute useful evidence at such an inquiry will not be persuaded to do so. Knowing what they seem likely to face in the way described above is quite enough to deter even braver spirits, or to make unnecessarily nervous of appearing those who might otherwise appear. This can only be harmful.

How Did We Do?

If it was difficult to digest the intricacies of our case, it was even more difficult to assess their impact in the inquiry. Given the atmosphere described above, and our unfamiliarity with the situation, it was easy to be misled into thinking that points which had seemed telling to us were in fact inaccurate or inadequate. The lack of opportunity for debate at the time made it even harder to discover the reality or location of weaknesses in our argument. The "yes or no" technique of the opposing counsel, plus the structure of the inquiry ("You will get your turn later") made any debate artificial and limited. It seemed to many of us that York's situation would have been explored much more successfully in an atmosphere of freer discussion, although we appreciated the need for the Inspector to obtain facts. As it was, a point made by one side or the other (and it usually seemed to us to be the other!) carried undue weight when it could not be contradicted immediately. To this must be added the press reports, which were necessarily briefer than the total transcript, and which naturally picked out those parts making most impact, again without any relevant contradiction from the other side. We were objectors, and in that sense attackers, but we were forced by the situation of the inquiry to be constantly on the defensive, and the fact that our turn would come later did not nullify the effect of these first



York 2000 admits: No firm alternative to city plan

BOMBHELL AT ROAD INQUIRY

YORK 2000, the main group of objectors to York's £9m. inner ring road, admitted today it had no firm alternative to anything proposed by the corporation.

Mr. David Woolley, counsel for York 2000, made the surprise statement in reply to a question from Mr. Frank Layfield, Q.C., representing the corporation, at the start of the second day of the public inquiry into the ring road plan.

"At the moment, we don't consider we have sufficient actual material, nor have we had the amount of time the corporation and its advisers have been able to devote to the problem, to be able to advance to the Secretary of State a firm alternative to anything the City of York proposes," said Mr. Woolley. His statement came after Mr. Layfield referred to a letter to the corporation on October 10, 1972, in which York 2000 felt should be considered.

highway should follow an alternative route. The letter went on to say that York 2000 would ask the Secretary of State to consider the use of York 2000 felt should be considered.

What road?

Mr. Layfield asked at the inquiry: "What roads do they mean, and what improvements?" He also asked for clarification of a letter from Prof. J. Alan Proudlove, Professor of Transport Studies at Liverpool University, supporting York 2000.

This letter stated the main theme of York 2000 objections was that York had "inadequately investigated" the alternative of providing more spaces for private cars and had ignored the promotion of public transport.

Asked about the October 3 letter, Mr. Woolley said: "We mean using existing roads, not as an interim measure, but as one of the possibilities."

Not specific

"It is not part of our case to suggest that any specific road should be altered, improved or in any way managed so as to solve the York traffic problem. At the moment, we don't consider we have sufficient factual material, nor have we had the amount of time the corporation and its advisers have been able to devote to the problem, to be able to advance to the Secretary of State a firm alternative to anything the City of York proposes."

● **REPORT** of later evidence at the inquiry yesterday appears in Page Four.

poration and its advisers have been able to devote to the problem, to be able to advance to the Secretary of State a firm alternative to anything the City of York proposes.

"We are not making any specific suggestion. I cannot indicate any specific road that should be subject to improvements."

Mr. Eric Pearson, city planning officer, told the inquiry he supported the proposal to build an inner ring road because he thought that, without such a new road and other associated measures, there was "no real prospect for further environmental improvement within the central area of the city."

Price to pay

He went on: "It is a remarkable fact that the current proposals require the demolition of only three listed buildings' Nos. 89 and 116 The Mount being affected by stage one of the ring road and the Bav Horse public house, the Monk Bar compulsorily



Mr. DAVID WOOLLEY: "York 2000 has no firm alternative to ring road."



Mr. FRANK B. LAYFIELD, Q.C.: "What roads do they mean and what improvements."



Mr. ERIC PEARSON: "No new road, no prospects for improving city centre environment."

A REQUEST that Lord Esher be subpoenaed to appear at the public inquiry into York's inner ring road plan was refused today by Mr. J. B. S. Dahl, the inspector conducting the inquiry.

The suggestion was put forward by Mr. W. A. Eden, representing the Ancient Monuments Society, which is among the objectors.

Mr. Eden said Lord Esher's evasive was so important that "it ought to be given by him in person, so that it can be tested."

Mr. Dahl replied: "I am quite sure it would be fascinating to

"While the loss of any listed buildings is to be regretted, the loss of so few listed buildings in a city so rich in them seems to be a worthwhile price to pay when the opportunities that the ring road will offer for environmental improvement in the centre of the city are taken into account."

"Phase one of the central area traffic scheme, implemented this year, has improved environmental conditions within parts of the historic core. Traffic conditions in Micklegate, for example, have returned to civilised proportions, and elsewhere in the city centre this is so."

"But Bootham, Gillygate, Museum Street, Blossom Street, Parliament Street, Lendal and others are still beset to greater or lesser degree with degradation of their environment through traffic congestion."

Deterioration

"As traffic growth continues, this environmental degradation can only further deteriorate and spread back into streets now relieved unless dramatic measures are taken to reduce traffic flows within them."

"Successful though the scheme has been, no-one claims that it is perfect. It is, for instance, difficult for motorists, especially visitors, to understand. It is therefore necessary not only to extend its scope, but also to make it simpler. Neither of these can be achieved without the construction of new roads."

"There are always problems associated with the construction of new roads in inner areas of towns and cities. Local environment will be disrupted along parts of their routes and

have him up here."

He added that he understood York Corporation had approached Lord Esher about appearing at the inquiry, but he was not willing to do so.

Lord Esher had said he preferred to await any other solutions being put forward at the inquiry, before "putting his blessings" on the city council's proposals.

Mr. Eden remarked: "I don't think he realises how much his thought has permeated the preparation of the proposals."

the scars so created are fully rectified.

"But history shows that radical changes in this city's road pattern have been assimilated before."

Assimilation

Mr. Pearson said he believed that, given time, the ring road would be satisfactorily assimilated into the city's urban fabric.

Without drastic curtailment of traffic within the city's streets, there would be further progressive deterioration of York's central historic environment. Those areas currently besieged by large volumes of traffic would be overrun by still larger volumes, with a spread of the traffic load taking place in adjacent streets as alternative routes were found by motorists to try to avoid congestion.

"In my view," he went on, "this curtailment of traffic can only be satisfactorily effected, and this deterioration of the environment arrested, by the provision of the inner ring road and the implementation of the associated measures for an integrated car parking, transportation and traffic management scheme."

Through and cross-town traffic could not be excluded from sensitive parts of the city without, at least, the construction of new bridges.

Esher view

"Such bridges must, under any circumstances, form part of a functional primary road network for the city. I can see no alternative to that network providing a ring somewhere outside the city walls."

ically active and viable. This implies the maintenance of a degree of accessibility for vehicles to the central area sufficient to sustain its economic life." Mr. Pearson said.

Not unseemly

"I feel that this objective will not be achieved without the inner ring road and the associated measures in the traffic plan. It is upon the success of these measures that the council's conservation policies ultimately depend."

Mr. A. Goldstein, of R. Travers Morgan and Partners, the ring road consultants, said: "What has not been realised in the public discussion is the new role for The Mount."

"It seems to me that this particular area will have a great deal of benefit once the scheme is completed. There will be much less traffic on The Mount, and the ring road roundabout will be removed and sunken."

Indicating a model of the proposals, Mr. Goldstein commented: "As an addition to the plan, the Mount will be a Commission saying further thought should be given to sinking the Bootham part of the road."

Footbridges

The letter said segregation of one part of the city from another should be reduced to a minimum, and described proposed means of pedestrian access as unsatisfactory. It called for wide, generous under-passes and bridges.

Mr. Ted Pilgrim, city housing manager, said the corporation had undertaken to rehouse tenants and owner-occupiers losing their homes because of the ring road, provided they were unable to get suitable alternative accommodation.

"It seems likely that 162 residential units will be involved in stage one and 184 houses in stage two. Assuming that all the occupiers require rehousing, my department would be able to meet their housing needs from our annual vacancies alone," he stated.

Mr. John R. Herbert, principal of a firm of land-use consultants and consulting landscape architect for the road, said its impact on Bootham and The Mount could be satisfactorily lessened by using all the techniques of landscape design "to produce a new development worthy of standing alongside the fine heritage from the past."

Good solution

An inner ring road, designed specifically to canalise and carry concentrated volumes of traffic, together with proposals for traffic and environmental management and car parking, was a good solution to York's growing traffic problems.

It would avoid the creeping spread of extraneous traffic into environments ill-suited for it, and dramatically improve the environment of some of York's most sensitive areas, notably within the walled city and along The Mount.

With other elements of the city's traffic and transportation plan, the ring road was the key element which would make possible the implementation of many conservation policies, such as the creation of a central shopping and business area freed from all but essential traffic, a traffic-free Minster precinct and more pedestrian streets in the historic centre, while bringing back people to live within the city walls.

"It should not be forgotten that the conservation policies for the city can only be fully successful if the road plan is



TOP PRESS NEWS

reports. Members of York 2000 whose only opportunity to monitor the inquiry was via the local press were depressed, and even appalled, by what seemed to be happening to our case, and we had no way of counteracting this. To this situation is added the fact that the local press had emphasised their support of the city council, and however impartial their reporting might be, there were clear indications of where their sympathies lay. But in the letters to the editor clear and strong support was shown for our cause.

As an example of what is meant here, as stated earlier, York 2000 had maintained from its earliest days that it did not expect to produce a route as "An Alternative" to the inner ring road. This had been stressed often and clearly, in our public and private statements, and our counsel in his opening speech stressed it again. We felt this to be an entirely proper and defensible position, as well as appreciating the weakness inherent in putting up any alternative. But it was clear that the opposition were determined to exploit to the full the fact that we were not putting forward an alternative route, and seemed not to appreciate that there was a difference between that and other methods of approach.

In answer to a request from the Town Clerk as to whether or not York 2000 was suggesting that any highway should follow an alternative route, York 2000 had said that it was not, and would be considering only the use of existing roads. On the first day of the inquiry, the opposing counsel asked what roads York 2000 meant when referring to the use of existing roads. He was told by our counsel that it was not part of our case to suggest that any specific road should be altered, improved or in any way managed so as to solve the York traffic problem. As reported in the press, he said: 'At the moment, we don't consider we have sufficient factual material, nor have we had the amount of time the corporation and its advisers have been able to devote to the problem, to be able to advance to the Secretary of State a firm alternative to anything the City of York proposes. We are not making any specific suggestion. I cannot indicate any specific road that should be subject to improvements.' The headline that night in the local press was: 'Bombshell at road inquiry. York 2000 admits no firm alternative to city plan.' It then stated that our counsel 'made the surprise statement' as quoted above. As a letter in the paper a few days later said, if this news was really a bombshell to the editor, then he was even worse informed of recent public debate in York than the poor record of his paper's contribution to that debate already suggested. This desire to produce an alternative from York 2000 even went to the lengths of one being manufactured at the inquiry by the opposition, as an extension of a suggested intermediate link road system, which had been put forward by Prof. Proudlove. Having extended Prof. Proudlove's suggestion to complete a circle, the opposition then ridiculed and rejected it because it would cross the Knavesmire, and the famous race course.

Other Objectors

Other groups represented at the inquiry included bodies with a national membership (the Conservation Society, the Rambler's Association, the Ancient Monuments Society, the Cyclist's Touring Club), local bodies (Bootham School, the Regional Hospital Board, St John's College), local amenity societies (The York Group for the Promotion of Planning, The York Civic Trust, The York Georgian Society), and local groups with specific or commercial interests (Trentholme Action Group, Mill Mount School Parents, two Bowls Clubs, North Eastern Postal Region, British Rail, the Adoption Society, York Dental Committee, John Smith's Tadcaster Brewery, two hotels). As well as these groups, there were

individual objectors, including those with a specific concern for their own property. Some spoke of certain areas, or certain radial roads, some of the particular interests of sections of the populations not otherwise represented: the old, the children of York (represented by three school-girls), those less well educated and less vocal, visitors to York who were appalled at the thought of the road, future generations who would condemn us. Some had done their own investigations of particular issues, including traffic surveys and recalculations of past surveys, some raised questions of compensation, pollution, loss of open spaces. The range was wide, and the expertise varied, but the last thing which could be said about the inquiry was that it involved a string of disgruntled individuals concerned for their own patch. Some of the groups represented were also concerned for York in general, as well as for their own interests, and their members had given both time and money to see that the wider aspect was emphasised.

The Strength of the Corporation's Position

One thing became increasingly evident as the inquiry continued. The Corporation had a permanent watching brief over proceedings, with a great deal of expertise on tap, with constantly available facilities for mathematical calculations, typing, map drawing, and reproduction of material. All proceedings were taped by them and available to them when required. There were no such facilities available to objectors, except for reproduction of finished material. They were thus at a constant disadvantage. And perhaps the greatest disadvantage was the continuity with which the corporation was able to pursue its case. They could, at any time, and did, draw on evidence given at an earlier stage of the inquiry by any witness when it seemed relevant to do so, and no single witness had a similar advantage. If, in so doing, they had wittingly or unwittingly changed the emphasis of the evidence, or taken it out of context it would have been possible for them to have done so, and it was unlikely that the objector concerned at that moment would have had the information available to correct the impression being put across. And those being so quoted were unable to reply. To this should be added the opportunity given to counsel for the corporation to sum up his interpretation of all the evidence given at the end of the inquiry, in order to make his case, and again with no right for anyone to reply.

The Developing Nature of the Inquiry

This opportunity for continuity produced some amusing situations as well. In order to make a point against a later objector, earlier objectors, and in particular York 2000, found themselves being quoted by counsel for the city. That which had been rejected by them at an earlier stage was now proving useful to them. Unfortunately, we had no chance to thank the opposition for supporting us. It was noticeable, also, that the other side produced material not previously proffered, or clarified or supported previously unclear points, in the light of questions raised. The inquiry, in fact, was serving another purpose, in bringing new material to light, and in forcing people to do some new thinking on the subject, some of it as a result of considerable new calculation of figures. On our side, it produced objections which arose as a result of points brought up in the inquiry, or as an attempt to fill up gaps which it seemed were not otherwise being filled. It seems a pity that all those concerned with getting the best for a city cannot pool their ideas and expertise at an earlier stage than this. It was clear that as the inquiry progressed, it was changing attitudes and behaviour on both sides. Certainly, it was introducing citizens of York to each other, and previous "ogres" turned out to be likeable human beings. Is it necessary to go to these lengths to discover this?

Some Limitations of Public Inquiries

The final summing-up of counsel for the city seemed to underline one fact. The interests of objectors concerned with the effects on their property was specifically not to be discussed, as this was felt to be 'a natural and right involvement in details, the going over of which would not be helpful to us'. Discussion centred on an overall justification for the inner ring road, and there was obviously a strong feeling that the need for this must be made convincing. This was not surprising, given the plan which counsel was defending. But it meant in fact that one of the basic premises of objectors, particularly York 2000, was ignored, and this was that it was the basic priorities which must be questioned. The more the summing up concentrated on the details of the case which were relevant to justification for the inner-ring-road-solution, the further away did it get from any acknowledgement of the need to ask quite different questions about the situation. To say, as was said, that nobody had proposed the restraint of car ownership, and nobody had said they were willing to give up their cars, is not to answer the suggestion that the use of cars can be affected by decisions made by the public, if such restrictions are seen to be in the public good. Time was when car owners could drive at speeds of their own choice, park where they wished and cross junctions when they thought it wise without the dictate of lights. Restrictions have been accepted on all these freedoms. Why not expect people to restrict themselves even further, if in so doing they are achieving a greater general good? But to consider this was not the object of the inquiry, however relevant some of us might think it, and such narrowing of discussion might be seen as yet another example of how methods other than the public inquiry might produce other results.

The Effect of York 2000

However, whatever might have been the impact of the points which York 2000 had put forward, there was no doubt in our minds that the inquiry would have been a vastly different affair if York 2000 had not existed. The lead given by it in crystallising opposition to the city council's plan had a greater influence on the inquiry than just in terms of York 2000's case. Other groups and bodies had been encouraged to see that there was some point in putting forward arguments which they had felt might seem feeble on their own. Individuals, in particular, had felt stimulated to speak up in a way which they admitted they would not have considered without such support. Many of them were members of York 2000, but they were not put up by York 2000, and as subscribers to similar opinions, it is hardly surprising that they were subscribers to the Society. How often does a case of this kind go by default if no such leader of opinion arises? As we all tend to do, we had sat back for too long hoping that we could influence our councillors to our way of thinking, hoping that our established amenity societies would speak for us, and in the end we had acted for ourselves. The support which we got, and the wide cross-section of the population which it represented was a measure of the need for such action, and ample justification for the initial faith of those who took it.

The Voice of The People

If it seems melodramatic to note that as the Inspector said: "I shall close the inquiry", there was a distant rumble of thunder, it can only be said that this was in fact how it happened. If to some it had been the best free entertainment for years, to most it had been the voice of the people, and the thunder had simply declared that that voice must be heard.

called by the Prime Minister on his statement. Two unable to be present are Kirk and W. Slack.

**YORK 2000 CASE 'OF
LIMITED VALUE'—Q.C.**

'TRANSLATORS'

Nan Fairbrother, in her clearheaded and original book 'New Lives, New Landscapes', divides us into three sorts when faced with the prospect of change in town or country. There are, she says, reversers, shunters and translators. Reversers simply want to put the clock back to some golden age when everything was all right. Shunters simply want to shift the brunt of change on to someone else. The translators' aim is somewhat less simple: they wish to define and control change so that it affects only the bad or the negligible, while the good is kept.

Reversers, even at the start of our controversy, were rare. Few thought it possible to revert to some imaginary York of an ideal past, though no doubt something of this wish lent strength to the demand for the conservation of the historic core of York at all costs, even at the cost of the much larger areas surrounding the core. But the shunters were a strong party. Concentration on the historic core to the exclusion of the not quite so historic rest was essentially a piece of shunting on the grand scale. Let not the works necessary for the accommodation of unlimited motorists harm the walled city, they said; there is no stopping the car, but let its harm fall elsewhere. That elsewhere was the inner suburbs of York, where many of its folk live and work, and through which everyone passes.

It was in one way fortunate for us that the shunters found eloquent advocates in the leaders of the established amenity bodies in York, the York Civic Trust and the York Georgian Society. Those who regarded the building of high-capacity roads within the city as a regrettable necessity, and the only problem that of swallowing one's regret and finding the least damaging route for them, found ready representation. There were many, however, in whose throats the bitter morsel stuck. It was thus more easy for this unsatisfied remainder to find unanimity of view on one point - whatever the solution might turn out to be, it would have to be radical, and probably novel.

So we in York 2000 soon identified ourselves as translators. We accepted change, of course. Year by year there were more people, more goods, and more movement of each about the city. But even if change was necessary, it should discriminate between what was bad or negligible, and could go, and what was good, and should be kept.

WHAT IS YORK?

The worst and the best were most easily identified. The good that was to be kept was not only the historic core, however great its value was. Extra-mural York was also ancient, beautiful, and an essential part of the whole. Parts had been built up since Roman times. The approaches to the city along Monkgate, Clifton and Bootham, or by the Knavesmire and Blossom Street, were as fine as those to any city in the country. In addition, these outer areas were those where most people lived, worked, shopped and went to school. They were centres of lively and pleasant communities. To condemn them to dissection in the name of conservation seemed to us too glib a sacrifice.

What had to go was, of course, the delay, loss, squalor and blight attendant upon a clogged system of transport, if system it was. The volume and number of vehicles was growing, while the amount of road space remained constant. Hence the very evident problem - delay, frustration and nowhere to park for the motorist, a bus service that at times ceased to function, danger for the cyclist and pedestrian, and fumes, noise and disturbance for all who lived or worked near a main road.

Where was there in this state of affairs an element that could be changed with negligible harm to anyone? To add to the road space seemed the obvious answer, was indeed the engineer's answer. But the harm would be immense. Was there not some other variable?

MODAL SPLIT

One possibility that excited a few of us was that of varying the mode of travel. The urge to own cars was very powerful, but could we change the way we used them in towns? In particular, could we make more use of the bus and less of the car? Any given number of people travelling in cars takes up ten times the road space they would occupy if travelling in buses, at average rates of occupancy. Had the city investigated this line of thinking? It had not. Here then was one line that we might pursue ourselves, that of an increased role for public transport, coupled with restraints on private vehicles.

OUR CONSULTANTS' APPROACH

It was Professor Lichfield's experiment on these lines at Stevenage which led us to his door with our problem in York. He had advocated putting investment into an outstandingly good bus service rather than into high-capacity roads. A trial 'superbus' service was now being run in part of Stevenage to see how well the idea worked. In putting forward the experiment, Professor Lichfield had said '... there is a question of interest as to whether the conclusions would be likely to apply to old towns of similar size as well as to the new town. Clearly the amount of road investment needed for a fully motorised system in a new town is significantly less than in an old town: and furthermore the net cost of bus operation in an old town should not of itself be significantly higher. How then should the motor car come out more favourably?' York seemed to provide an excellent opportunity for Professor Lichfield to prove this point, at our invitation.

Under his direction the case developed shape and strength. His colleague, Professor Proudlove, told us there was no body of theory from which to predict the effect of policies encouraging public transport and discouraging the use of private cars in towns. We should have to be most cautious in advancing such an idea; it was a matter for experiment rather than prediction.

On the other hand, two frontal attacks emerged on the city's case. One was directed against the mathematical bases on which the city's calculations of road space rested. The other concerned the choice of route recommended to the city by its consultants. The mathematical bases said Professor Proudlove, were not proven to be the best.

One other important piece of thinking developed, which both our committee members and our consultants together brought to a point of definition on the midnight of the power cuts. The city, we decided, had confused ends and means. Their aim, they had in effect said, was to build an inner ring road, in order to keep the historic core in good heart. But a road is a means, and not an end. We, on the other hand, were concerned with the whole of York, not just the historic core, and we left open the question of means. From this sprang the whole of our more flexible and exploratory approach.

Such then was the origin of the arguments we put to the inspector at the inquiry, and on which we were cross-examined, all of which took up the first three weeks of the inquiry.

The case York 2000's three witnesses presented was broadly this:

DAVID CREASE : THE THREAT TO THE ENVIRONMENT

The first witness was David Crease. He said that high-capacity roads would be a large-scale intrusion in a small-scale urban scene. The quality of York's environment would be lowered. There would be loss, not only of officially listed buildings of architectural merit, but of streets and landscapes of value. The loss would be much greater than was admitted in the official studies. There would be blight, noise and disturbance over wide areas both before and after construction of the roads. York's planners had been concerned too narrowly with the aim of conserving



YORK 2000

3

More buses or more roads?

How is it that YORK 2000 can be so confident in its opposition to the Inner Ring Road? How can the experts in the City Hall be so wrong about a decision involving ten million pounds, displacing so many people and destroying so much property? Surely the engineers, planners and councillors have examined all the possibilities and weighed up the pros and cons?

As far as we have been able to discover, they have weighed up the pros and cons only of possible ring road routes. The traffic consultants were asked only to study possible ring road routes. This is not the way to go about dealing with a traffic problem in any city, let alone a historic one.

the historic core within the Bar walls. There were many other areas of the city which, while not so highly regarded architecturally, still merited conservation. Such other areas were, in addition, highly vulnerable socially and functionally to the impact of traffic; no analysis had been made of this impact. The documents presented by the city in support of its case concerned themselves with two thirds of the Inner Ring Road. Little if any evidence was therein offered concerning the remaining third of the Inner Ring Road or with the radial roads which made up most of the proposed high-capacity network. In the absence of such evidence it was difficult to weigh up the gains and losses which would attend the completion of the network, which we felt it essential to do. The city's proposals were wrongly conceived as fixed and final. They were wrongly aimed at meeting predicted needs at a distant date. It was mistaken to plan for fixed, final and distant goals; they would never be attained. The alternative was a series of short-term improvements, measures which, while possibly more experimental than orthodox, involved less cost or loss. Planning should be conducted by implementing a series of such measures. Much improved public transport, coupled with restraints on the use of private cars were alternatives of the sort required.

ALAN PROUDLOVE : A CHALLENGE TO THE CITY'S DATA

Our second witness was Professor Proudlove. He said that as a traffic engineering proposal the Inner Ring Road was deficient. It replaced a road proposal conceived at a time when both through and internal traffic were being considered together. Through traffic was now to be taken on an Outer Ring Road, an important part of which was soon to be completed. The Inner Ring Road concept rested on the same statistical base as the proposal it was to replace, but this base had not been reviewed to see if it would serve such a different purpose. The Outer Ring Road would, even when only partly built, relieve roads within York to a significant degree and for a considerable period. Even if the city's proposed road network was the right answer, it had not been demonstrated that the Inner Ring Road needed to be built at the same time as the Outer. It was therefore quite feasible, and indeed essential, to carry out now a radical review of York's transport needs.

The estimates of traffic growth on which the city's case rested were crude and much exaggerated. The survey information did not support the estimates. The most important of the surveys had been designed for a purpose other than that for which it was now being used. It was deficient for the present purpose in that it did not record some important intersuburban journeys. Public transport journeys were not recorded at all. Quite apart from the weaknesses of the base data and the suppositions derived from then, no realistic forecasts could be made for such a distant date as AD 2000.

The Inner Ring Road was to perform two functions. One was to provide for essential movement round the central core. Another was to provide for most cross-town traffic. It had not been shown why these two functions should be performed together. A study should be made to see whether a system of link roads, intermediate between the historic core and the Outer Ring Road, would better serve the cross-town function. The existing inner ring road was adequate in engineering terms to serve the historic core, and did so better than the proposed Inner Ring Road would. No examination had been made of the possibilities of restraining traffic in historic areas outside the centre, and of encouraging alternative modes of travel. The city should now do so as part of a traffic and transport plan of the sort advocated by central government. Such a plan should incorporate short-term measures of traffic management with some medium-term road improvements. A comprehensive land-use and transportation study should be instituted immediately.

Nathaniel Lichfield - New Approaches

The third witness was Professor Lichfield. He said that from the planning point of view the city administration had concentrated too narrowly on two aims: the conservation of the historic core, and the satisfaction of traffic desires. The city outside the walls had been neglected; the only comprehensive planning study published since 1951 was Lord Esher's which dealt only with the walled city. The amendment to the statutory town plan now being proposed concerned only one aspect of planning - traffic - and dealt only partially with that aspect. There was no comprehensive plan for York as a whole, nor had up-to-date forecasts of such essential matters as population, employment and land use been made. The Inner Ring Road proposal was an isolated proposal, and, whether right or not, had not been shown to be right. Even the specific route recommended by the consultants - the Purple Route - had not been demonstrated to be right.

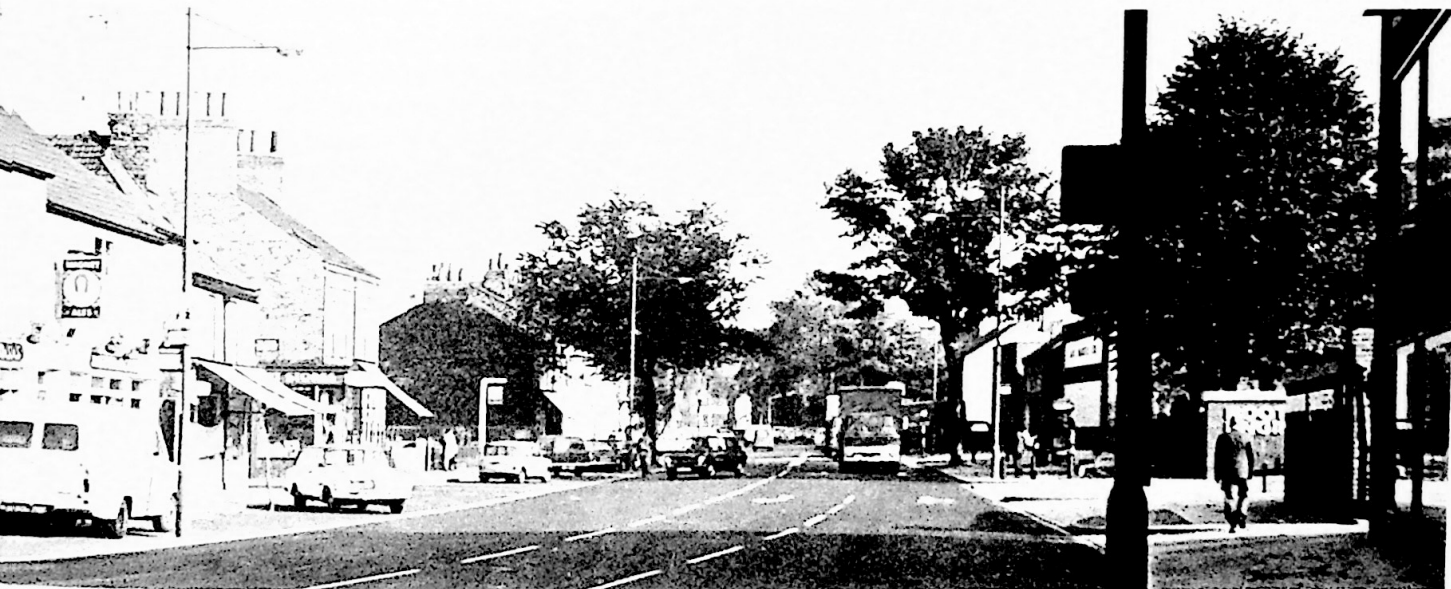
Local government reform gave an opportunity for a comprehensive review which the city's recently strengthened planning department should immediately put in hand. The city boundary would no longer straitjacket planning, because the city would become part of a larger planning authority.

The satisfaction of traffic desires by roadbuilding was not the only means of solving York's traffic problems. They could perhaps be at least partly reduced by three other means. First, activities generating traffic might be relocated. For example, as Lord Esher had proposed, industry could be removed from the town centre. Much new housing was planned outside the city boundary to the north, while within it Acomb, to the south-west, would continue to grow. These areas might be linked by a linear movement system, possibly a road or public transport system beside the north-south railway line. It was possible that the historic core could not sustain any further growth of offices or large shops. A study should be made to see if such developments could be stimulated in other areas, creating a new pattern of movement in the city in locations where it could be dealt with. Secondly, rush-hour congestion could be reduced by influencing the time of day at which trips are made. Shopping trips might be encouraged between ten and four. Staggered working hours would reduce journey-to-work peaks. Scope for such measures in York might, however, be limited. Thirdly, the volume of traffic might be reduced by influencing the way in which people travel, especially by encouraging the use of buses and discouraging the use of cars. A study carried out in Stevenage had led to such a policy being tried there, with the inauguration of a much improved bus service in part of the town on an experimental basis. Such an experiment in York would offer immediate opportunities for short-term improvements. In York there also seemed particular merit in encouraging walking and cycling.

The city should now bring up to date its planning data and make a fresh and comprehensive review in collaboration with neighbouring authorities. At the same time it should devise a programme of transport improvements in a series of small steps, proceeding by trial and error. It should avoid taking a large step in the dark and committing the whole city to a long-term and irreversible scheme, the merits of which were unproven.

Cross Examination

In cross-examining York 2000's witnesses the city seemed to have prepared itself to defend the route of the ring road rather than its concept. When instead of putting forward better routes, York 2000 suggested such things as alternative modes of travel, alternative times of travel, and alternative locations for activities which generate traffic, the defenders seemed at times at a loss. Much time was spent with our first witness who had criticised the appearance of the road and its effect on the



town, in establishing the fact that his fellow architects could not suggest a better route. Mr Crease agreed readily that they could not; they did not believe it possible, even if a better route could be found, to solve York's traffic problems in this way. They were seeking alternatives of a different sort altogether.

Traffic Noise

On one score, the question of noise, the city made a point. Noise is not proportional to the amount of traffic. Twice the amount of traffic produces much less than twice the amount of noise. Therefore it pays to concentrate traffic, from the noise point of view. Though it would be noisier next to the high-capacity road network that was to be built, it would be quieter elsewhere. The gain might well cancel out the loss. The noise expert's evidence on this point seemed valid. How this consideration bears on the city's case later on we shall see.

A Bombshell from The City

Otherwise the architects' evidence stood up well at the inquiry. It had elicited one astonishing fact: the city did not know how it was going to cope with the forecast flows on the radial roads feeding the ring road. Our evidence showed that if these roads were to be widened, as the city engineer had said could easily be done, losses of buildings and streetscapes would follow which were of the same order as those attending the construction of the Inner Ring Road itself. There would also be social consequences. The city had not assessed these losses (nor even recognised their probability), nor come to any conclusion about the way in which the radials were to be adapted to serve as multi-purpose roads carrying very heavy flows. This was a damning confession. How could the Secretary of State accept a proposal for the creation of a small part of the basic road network of a city without knowing anything at all about the rest of it, save that it involved the use of existing roads? In evidence, the city engineer said that widening would only be carried out as a last resort, after taking measures which might include the use of parallel routes, where such already existed. But such a measure (and no actual routes were demonstrated) even if feasible, would create a greater spread of noise, as the city's own expert had shown. It would also multiply the problem of severance, pollution, visual intrusion and so on. Other measures mentioned were urban clearways, restricted right turns, and bus lay-bys. These suggestions were examined later by Professor Proudlove and found wanting. There was no prospect whatever that such measures could provide the capacity required if the radial roads were to function in the way the plan forecast.

Professor Proudlove, who followed, had perhaps the most concrete case to argue. The figures were wrongly based and wrongly used. The city maintained in rebuttal that the figures were right and rightly used. At times the debate seemed to be merely a matter of assertion and counter-assertion. The initiative, however, was that of the objector. Little was produced on the city's side that added to their published material. Professor Proudlove questioned the entire basis of that material. Whether or not his arguments could have been refuted, given more time, they were not refuted at the inquiry.

Professor Lichfield's arguments were more matters of opinion than of facts or figures. The facts and figures had been subjected to lengthy analysis, but the judgements rested in the end on priorities of a personal sort. Here we had the strength of numbers; there were nine thousand of us who put people and places before cars and traffic. All we needed to add was the weight of a substantial professional opinion. Professor Lichfield certainly supplied that. The choice was essentially a political one, between policies that continued present trends and policies that sought to modify and control them. Here was an authoritative voice



calling for a review of policy, for a more fundamental look at the direction our thinking on traffic and transport ought to take.

Under cross-examination Professor Lichfield was buoyant, rebounding from the questions with a ready supply of over-riding ideas. His positions were cautiously chosen; the ring road concept was not proven to be the best; even given a ring road, the Purple Route was not proven to be the best route. York had not planned comprehensively, and its survey material was out-of-date. There was time for a fresh look.

To dislodge him from these positions therefore proved difficult. The city maintained that York was a small city and certain techniques Professor Lichfield was advocating were more suitable for large cities. But what York lacks in size it makes up in importance. It is unthinkable that it should have less than the highest quality of planning.

Summary of Evidence

Our witnesses all left the inquiry, after cross-examination, with the feeling that their viewpoint had survived substantially intact. There was indeed a general feeling among those who had seen most of the proceedings that the case went well for us. To attempt a balanced summing up is more a task for observers than combatants, but to York 2000 it seemed that the Secretary of State would have little to support him in approving without modifications the proposal to amend the town plan which was being submitted to him.

The Weakness of the City's Plan

The partial and incomplete nature of the proposal was even more starkly revealed by the abandonment of certain demolitions proposed at Monk Bar. These were intended to permit an increased flow of traffic at a certain point in the third part of the Inner Ring Road (not in itself a formal part of the public inquiry). At a late stage in the inquiry the city announced that it was withdrawing these proposals. Here indeed was a 'bombshell' (though the headline this time was more muted). The city was admitting that it did not yet know how it would complete the Ring, just as it did not know how it would improve the radial roads. It did not know, in short, what its proposals would lead to, and that is no sort of plan; certainly not one fit to be sent to Whitehall.

Sacrifices too great for York'

ING the buildings which he claimed would be demolished under York's proposed ring road. Mr. David Crease of York's University's Design told the public inquiry yesterday: "York can ill afford these sacrifices."

Yorkshire Evening Press, Monday, November 20, 1972

'Scare' accusation

**YORK 2000 BLAMED
BY NUTTGENS FOR
DEMOLITION THREATS**



PLAUSE, SHOUTS ACCOMPANY INQUIR

York 2000 with challenged by C

AVID CREASE, a York University architect giving evidence for
rk 2000, the main group of objectors to the city's proposed
g road, was accused today of "indulging in wit, not reality."

The accusation came from Mr. Frank Layfield, QC,
for York Corporation, during cross-examination of Mr.
Crease at the resumed public inquiry into the road plan.

Mr. Layfield asked Mr.
Crease whether he had
sought to see the road con-
sultants or the corporation
to see how far his anxieties
were likely to have reality.

"I did not, as my time was
limited," he replied.

Mr. Crease agreed with Mr.
Layfield that 19th-century
houses near Bishopthorpe Road
and Vine Street, affected by the

roadplan, were of a type to be
found in any city in the North.

"Here you have a very large
proposition, but your observa-
tions apply to only two areas
special to York — Bootham and
St. Mary's, and The Mount,"
said Mr. Layfield.

Light standards

"I agree," Mr. Crease said.

Mr. Layfield then turned to
Mr. Crease's sketch of the road
proposals for Bootham, on
which he said the number of
light standards shown gave "an
entirely mistaken impression of
what is intended".

Mr. Layfield remarked: "The
corporation says only two
standards are likely to be re-
quired at that junction."

"That is a relief to know,"
Mr. Crease replied.

Mr. Layfield said Mr. Crease's
drawing of Walmgate also
greatly exaggerated the number
of lighting columns required.

They clashed again over a
picture of the proposed Mary-
gate bridge, on which Mr. Crease
had drawn lights. Mr. Layfield
said there was no proposal to
put light standards there.

Sharp retort

There was laughter and
applause from members of York
2000 when Mr. Crease said the
same consultants had put lights
on the last bridge built by the
corporation.

Mr. Layfield retorted: "I am
trying to indulge in reality, not
wit."

Mr. Crease withdrew his
remark when told the same
consultants had not designed
both bridges.

Mr. Layfield accused Mr.
Crease of finding "the worst
example possible" when showing

Later evidence at the
inquiry yesterday is in Page
7.

pictures of Coventry to illustrate
the effect of road signs.

Mr. Crease replied: "They
were the first reasonable
examples that came the way of
my camera in my travels."

Mr. Crease referred to a
picture of litter near Walmgate
Bar, and asked "Are we to
expect the same sort of land-
scaping on the road?"

Inspector's remark

"Do you really think this is
a realistic argument?" asked
Mr. Layfield, and several
members of the public
shouted, "Yes!"

"I think we shall have to
leave Mr. Crease to answer the
questions himself," remarked
Mr. J. B. S. Dahl, the inspector
conducting the inquiry.

On the question of blight,
which Mr. Crease defined as
"The loss of value and the
increase in shabbiness of
property to be taken by a road,"

Mr. Layfield submitted that
much blight was caused by
present-day traffic passing near
to people's homes.

"If the scheme should go
ahead, you would agree with
Lord Esher that it should go
ahead as quickly as possible"

Mr. Layfield asked.
"Reluctantly, yes. If you are
to hang a man, you should hang
him quickly," Mr. Crease replied.

Curbing cars

Mr. Crease said he had no
really viable alternative solution
to York's traffic problem.

"My ideas are revolutionary,"
he explained. "It appears to
some people that progress is
measured by the greater owner-
ship of cars. People will have
to realise that car ownership in
the future will have to be
curbed."

"We have, at present, a system
where we go from traffic jams
to the building of more road
space, and so to bigger jams still.
We have to work to prevent cars
so that road space is free for



When the Public Inquiry was over we had time to look back; and some of us wondered if it should ever have been necessary to put forward expert arguments at such a cost in time and money. By Nan Fairbrother's definition we were 'translators', which meant that we were questioning the philosophy behind the inner ring road planning. Could not this philosophy have been intelligently discussed with the Council before they took their decision? The 'reversers' hardly came into the matter; the 'shunters' had been listened to, and were to a large extent satisfied by the concept of the purple route, and then by the 'offset' scheme for The Mount. Could not the translators have been brought into worthwhile discussion? In short, would not participation in the planning for York have been more sensible than protest against it? Looking back, we can now consider how such participation might have brought together the translators and the Councillors.

Councillors like to be popular; in fact they have to be popular to get elected, and to stay popular if they are to be elected again. Since getting elected is a tedious process, the wise councillor will spend a good deal of his time trying to please those whom he hopes will re-elect him.

There are always those who dislike councillors as a group; there is no generic term for such a group; rude people might suggest a 'clot' of councillors; but usually they are referred to with a pompous contempt in such terms as 'the city fathers' or 'those who purport to serve us'. One thing is certain; councillors are immune to these general criticisms and suggestions of inadequacy or of self importance; they never think the criticism applies to them personally.

In the same way, councillors take very little notice of circular letters; they ought to, but they don't because the circular is impersonal. The councillor likes to be flattered by a personal letter but not bored by one that he knows has gone to all the other councillors as well.

So if you want your councillor to do something, it is much better to get at him personally by letter or telephone or by a visit. He will feel flattered and anxious at the same time; he will see you as an actual potential voter, and he will be attentive to what you have to say. When you approach him, it is always a good thing to hint that several people feel the way you do; this will make him think you represent a group of thoughtful and thus influential people.

During the public discussion before York's proposed inner ring road was debated in Council, the City Councillors were bombarded with circulars against the proposal. Few of these would have been read right through, and some went straight to the waste paper basket. On the other hand, councillors who were approached personally made it their business to do some homework on this complex problem.

Unfortunately, not enough councillors can have been so approached because little homework seemed to have been done by the time it came to the vital debate about the ring road proposal.

As has been shown earlier, the debate itself was an abysmal event: almost a non-event; tacked on to the end of three hours of ordinary Council business, it did not start much before 10 p.m. Standing orders were not suspended, so that no-one could speak more than once. Thus this monstrous proposal went through almost in a fit of absence of mind.

There is a lesson to be learnt from this. If a major planning decision is to be made, pester your councillors individually, and use all publicity means you can to ensure a special debate with nothing else on the agenda and with standing orders suspended. If the sense of occasion is lacking then councillors cannot rise to the occasion and decisions will be taken without proper debate. On the other hand, a debate fixed a long time beforehand will help to ensure a real study of the problem by all the councillors. Such a debate will have standing orders suspended, and the sense of occasion will have been built up by anticipation.

Surprisingly, some councillors do not seem to know the standing orders of their council. To know them it is necessary to read the small print in a council's diary or year book. A considerable impression can be made by the use of standing orders; there is, for example the 'point of order' itself; there is the letter to a committee chairman, on which supplementary questions can be asked by the writer; and there is the individual motion that can be put in by a councillor. The political party groups do not much like individual uses of procedure, but at well chosen times they are fair and convincing ways not only of showing the public that party discipline is not overpowering, but also of forcing councillors to stand up and be counted on particular issues. If local government is to be worthwhile, it is as well that it should sometimes be seen to be democratic.

From these possible uses of procedure it follows that public participation can be taken into the council chamber itself, and it might be done with certain guides in mind.

First, know your councillor and pester him personally rather than by circular letter. He will wish to cooperate because he will not risk losing your support, or will be hoping to get it. In any case, he probably really wishes to be a useful councillor.

Second, make sure that he is aware of the importance of the matter and of public concern in it. If it is a real public issue, make him attend a public meeting; find out what he knows; if he doesn't know enough he will make it his business to know more and he will start his homework.

Third, find out how far he is prepared to go over the matter, and make him feel uncomfortable if he is unlikely to go far enough. This does not mean that you are assuming that your councillor will automatically take your point of view; he wouldn't be a very good councillor if he did. All you can reasonably expect is that he will have studied the problem for himself and is as fully informed on it as he can be; the councillor is not a delegate to an assembly: he is elected to think, act and speak on matters that concern his town or county.

Fourth, get him to discuss standing orders. It is a reasonable human fault that he may not have studied them before; but discussion will undoubtedly reveal ways in which he can bring public opinion into the council, perhaps by letter or by motion, and sometimes against the policy of his party.

The well informed councillor will always carry weight. Councillors are part time legislators, and consequently are often looking for a lead so that they can arrive at proper decisions without too much effort. Unfortunately, sometimes the lead given may be forceful rather than intelligent; personality and bombast may become the substitutes for persuasion and balance; so there will be times when the lead can best come from the informed public through an informed councillor.

York 2000 became a national model for the mobilising of public opinion and this was recognised when we were given a fifty minute programme on BBC 2 so that others could see how we faced our problem. But the irony of its history is that there should never have been a York 2000. If the York councillors had done enough homework on the complex problems that were revealed in the inner ring road inquiry, it is unlikely that so many of them would have voted so readily for the proposal, and very likely that the proposal would have been rejected if they had felt the weight of public opinion against it that York 2000 has shown to exist. In any case, what shocked many York citizens was the inadequacy of the debate when, in circumstances already described, the City was condemned late in the night of August 2nd/3rd to destruction by motorway. It was left to the public inquiry for the full implications of the inner ring road plan to be unfolded, and for the revelation that the plan was not a comprehensive one. What, for example, was to be the future of the radials that would feed the proposed new ring road? Some councillors had, with

a sense of despair, even taken the view that the matter could best be decided in a public inquiry, and this only shows how effective a lead could have been given by councillors if enough of them had fully studied the problem.

Could York 2000 have been effective **before** the council debate? It is doubtful, because public opinion seems to live in hope that nasty plans will not actually be effected; it can only be aroused when the plan is imminent. On the other hand, councillors could certainly have been influenced by the personal approach and had this happened the debate would have certainly been different in style and probably dramatically different in result.

In fact, the result of the York Council debate of August 2nd 1971 has given new meaning to public protest. For some people the debate brought the Council almost into contempt, but it was more important that the citizens saw that they themselves must now act to try to save their city. They would have to start with nothing but their own determination and resource. They would have to face the entrenched power of a council with unlimited funds to defend its ill-considered decision, and they would have to learn the art of protest as they went along; but they were to learn fast. As York 2000 developed, it showed the City and others outside that while the theory of public participation is one thing, whether by community forum or by public meetings before plans are passed, the practice of protest is quite another thing; and that the power of the public when roused, not to noisy demonstration but to thoughtful determination, is something that no government, local or national, must ignore.

Two or three days before York 2000 was legally formed in December 1971, the chairman received from a fellow-councillor a telephone call which seemed intended to undermine the morale of York 2000 before it had public existence; for its name had not yet been announced, nor the amount of its subscription. The councillor had found out both these important details, and was using his knowledge in an attempt to brush aside York 2000 in advance. His remarks went something like this: 'What about this York 2000? You know there's nothing more to be debated on this ring road; and anyway, 10p will get you nowhere'.

In assessing what York 2000 has achieved, we might take these remarks as a basis, starting with the last assertion. The raising of money by York 2000 is the subject of another chapter, but let us see briefly where 10p got us. With a subscription of ten pence for an adult member and five pence for a junior, we can say that the membership of about nine and a half thousand brought in about nine hundred pounds; an impressive amount, but a very small fraction of the total amount needed and raised. If we had had no subscription we know that the sense of belonging to York 2000 would have been much less realistic; the actual payment of a sum of money, however small, has a more binding effect than simply signing to join. The subscription was small enough for anyone, yet it was clear and definite. It was not unreasonable, for example, to say to a mother who asked if her son could join free as he was a student, that we would not accept any free membership as the sum was so small; on the other hand, when very large sums were given by new members, 10p was still the membership fee, and the balance, no matter how big or small, was listed as a donation. So we can say that the 10p got us a very long way because it appealed to the public imagination, and if anyone failed to get his 10 pence worth, it was not the fault of York 2000. As the membership grew to massive size, the members often recalled with relish the councillor's words, which some considered patronising to say the least. If these words about the subscription became more and more eatable as time went on, what happened to the sweeping statement that there was nothing more to be debated about the ring road?

Let us recall how the decision was made in the Council. The main proposal was adopted in August 1971, and the 'offset' modification was passed the following December. It was then confidently expected that a public inquiry would be held in April 1972; then it was to be May, then July; then it would be 'after the holiday period'; and finally it was set for October. Could it have been that wiser heads saw that the mounting opposition in York meant that there was a bit more to be debated? Was there any theme more frequently recurring in press correspondence than that of the ring road? and was not almost every comment unfavourable to the plan? Could the steady growth of York 2000, its public meetings and its bulletins have played a major part in the mobilising of public opinion in a city which perhaps for the first time found a unity and sense of purpose that spread to every part of the city itself, out into its natural periphery, and so to people interested in York in almost every part of the world? The analysis of the membership of York 2000 shows the overwhelming number to be York citizens, but it would be difficult to find any member who joined without some clear certainty about his or her wish to see the best possible solution for York's problem. A councillor who wore threadbare his joke about the 'one-eyed polyglot' who had allegedly been induced to sign an earlier petition about the ring road, found his joke could not be sustained in relation to the membership of York 2000. There were in fact at the end of the public inquiry over 9,400 members, among them representatives of almost every occupation in the city. By March 1972, after only four months, York 2000 was able to send its objection to the Secretary of State with 3,729 names attached to it. The society was becoming effective; the shop, first in Gillygate and then in Micklegate, with its devoted helpers who kept it open five days a week, for information, for selling York 2000 literature and souvenirs, and for enrolling members, had become the centre of the society.

In May, when the municipal elections came round, a strange charge was made to the chairman of York 2000. This time there was an allegation that York 2000 was putting up candidates for the elections under another name. It was of course quite untrue, as the committee of York 2000 had long since realised that they were concerned with one issue only in the City's affairs, and could not responsibly present candidates without clear policies on other issues; but it showed that York 2000 had become a worry to entrenched authority, and that the now distant inquiry into the ring road might come to show that the matter was not yet closed.

And so to the public inquiry. There was nothing more to be debated, some had declared. Meanwhile, it had been said that unless any objector to the ring road concept had an alternative plan to put up against the Council's proposal, then he should not be an objector. 'Put up or shut up' was an eloquent phrase proclaimed in the Council chamber; and at the inquiry it became apparent that the Council's legal advisers were expecting that their task would be partly to deal with the obvious distressing problems of those whose homes were threatened, and partly to knock down any alternative plans that might be presented. It therefore seemed something of a disappointment when York 2000's barrister said at the beginning that we would present no definite alternative. It would have been presumptuous for us to have attempted to do so within our limited time and resources. We were looking for different approaches to the City's complex problem. In short, we were 'translators' seeking a comprehensive plan for York.

It was the narrowness of the term's of reference in the City's case that provided the main point of attack by York 2000, and showed how much more there was to be debated on the whole ring road question. The concept of keeping traffic out of the city centre at the expense of increasing congestion in the rest of the city; the seeming lack of pressure to get the outer ring road completed; the lack of planning for the future of

the radial roads; and the grotesque scale of the proposed inner ring road in relation to the city itself. All these were subjects of the York 2000 attack, as has been shown more fully in earlier chapters. .

But did the attack have any effect? There is no doubt that some York 2000 members were disappointed with what they read in the local press about our evidence. The necessarily selective editing of the reports made it difficult for readers to judge the effect of York 2000's evidence from them. It would be more realistic to look at the evidence in terms of the time taken to try to counter it.

The public inquiry lasted about 180 hours of actual sitting time, and York 2000 provided the first three witnesses. The presentation of their proofs of evidence took several hours, but the significant thing is that about 22 hours were taken in the CROSS EXAMINATION of these witnesses. Clearly the brilliant QC who led the case for the Council saw there was rather more to be debated than some others had thought. The fact that during a weekend interval in Professor Proudlove's cross examination the City's officers produced some revised figures to challenge those put forward by the Professor suggested that some homework had not previously been done; and the Professor's doubts about the Council's calculation of future traffic flows through the City have not been removed. Between them our three expert witnesses had shown that the proposed inner ring road would be out of scale for York; that it left too many uncertainties, particularly about the future of the radial roads; that some of the calculations of future traffic flows were wrong; and that as local government reorganisation approached, the City should seek a comprehensive plan for its transportation problem in cooperation with the other authorities who would join it to make the new North Yorkshire authority, and should be prepared to consider more imaginative experiments.

We can say then that the City's legal advisers thought York 2000's main evidence important enough for them to take well over one tenth of the total inquiry time in trying to refute it. But the presentation of our case had done more than put forward a challenge; it was the only organised opposition to the concept of the ring road as at present proposed, and as such it gave encouragement to others to see that we do not have to accept ugly plans without putting up a fight for the ordinary citizen to be heard. The fact that as citizens we had to raise a lot of money to make a real fight was all to the good. There may be a case for legal aid for those whose homes and amenities are directly threatened, but it is to be doubted if any fight against a planning concept could be convincingly made without the tremendous power behind it of public determination and effort as seen in the rousing of opinion and the raising of money.

In addition to the main evidence, it is notable that hardly a day went by without either the appearance of a York 2000 member to give evidence in his or her own right, or at least without some reference to the main evidence of our three experts; and we must always remember the faithful attendance day after day of a number of our members to show the inquiry Inspector the steady and intense concern of York people about their city's future. In short you could put it another way; take away the evidence and influence of York 2000 from this public inquiry and you would have had a piecemeal opposition which would have been over in a very short time, leaving the Secretary of State some important points to consider, but not the united voice of a very large number of York citizens and others who love the city saying 'Stop! this is not good enough for York; we have gone to the trouble and expense of bringing the highest professional opinion to suggest that you think again'.

So let no member of York 2000 feel disappointment with the impact made by his or her efforts. The fact that Nathaniel Lichfield, after full consideration decided that he would work with us was our first triumph; the decision of the Joseph Rowntree Memorial Trust to pay for the

consultants' research because York 2000 had shown the need for further research was our second triumph; and the hours of cross examination of York 2000's witnesses at the inquiry, where the voice of the members was heard loud and clear, was our third.

Was it all worth it? What has York 2000 achieved? If the proposed inner ring road were to be built, would we have failed? In one sense we would have failed because we came into existence to seek at least a modification of the present proposal. But in another sense we can never have failed.

The sense of unity that York 2000 brought to so many people has already been mentioned. Certainly the bond between the city and the university has been strengthened; but on a wider scale we can say that people of every way of life in the city have been brought together in a common purpose, and the purpose itself has been important to the community because it has made people think of the city as a whole as well as their own part of it.

How could we maintain this sense of common purpose even after the Secretary of State's decision about the inner ring road proposal? If the proposal were to be rejected, we must press for the completion of the outer ring road as quickly as possible to take through traffic away from York; and we must be prepared to put forward constructive ideas about the use of York's existing roads for the improvement of its transportation needs. If the proposal were to be approved, we should still try to urge our Council to delay action on it until they could get a guarantee that the outer ring road would be completed; and we would expect our fifteen members of the North Yorkshire County Council to work vigilantly in this larger area for a solution to York's problem. We must, too, use the weight of public opinion in securing the best compensation terms possible for those whose homes would be directly affected by the new road. Some of these householders have been greatly disturbed by uncertainty and by what they feel to be evasiveness on the part of the Corporation when they have sought to clarify their particular problems. We feel that there would have to be a single Council official who would be accessible, and who could be held accountable for the information he might give. He should explain the functions of the District Valuer, the probable costs of appealing to the Lands Tribunal, and the timing of various sections of the new road. The mass disturbance of people from their homes for the benefit of the motor car is a major social problem, and in the small city of York it would be one calling for united action. The city that could boast a bishop as early as 314, and has thus been of ecclesiastical eminence for more than sixteen centuries; the city that has been of military importance and prestige since its foundation in 71; the city whose leaders were able to make it a great railway centre without impairing its beauty; the city which through the Rowntree tradition has pioneered social service; this is York. Such antiquity and such eminence have naturally produced many people deeply aware of the City's heritage and the need for vision about its future; a Civic Trust and a Georgian Society keep us aware of the many special treasures of York. Are we right in thinking that there is room too for a society such as York 2000 which has tried to show in simple terms that York is a diverse city and yet 'at unity in itself', and that any threat to its unity must be challenged by us all before we will accept a radical change in the city's way of life?

In making our challenge we have of course opposed our Council. But York 2000 has shown that opposition to an authority need not be abusive even though it must be uncompromising; that it can be firm and at times fierce, but need not be bitter. We have tried to maintain courtesy towards the City officials, and certainly from them we have received courtesy in good measure. We set out to present a serious point of view, and none can doubt that we have done so. York 2000 will have its place in the history of the City, in the history of public protest, and perhaps in the history of participation.

Conference on Planning Participation and Protest

The following is an example of the publicity material circulated before the conference:

YORK 2000 is organising a conference in York on 22-24 September under the general title of **Planning, Participation and Protest**. Delegates will meet at the King's Manor, York, at 8.15 on Friday for a buffet supper followed by an informal session at which they will introduce themselves in terms of the groups they represent.

The speakers at subsequent sessions will be:

Saturday 23rd

10 a.m. to 12.45 The Art of Objection and the Armoury of Protest

Derrick Beecham - "Homes before roads"

Dr L. S. Taitz - Chairman, S. Yorkshire branch of the Conservation Society

2.30 to 4 p.m. How to present your case

Leslie Ginsburg - Associated Planning Consultants

Stephen Plowden - Metra Consulting Group Ltd.

Roger W. Suddards - Solicitor, LMRTPI

4.30 to 6.30 p.m. Why not participation instead of protest?

David Cummin - Chairman, YORK 2000

Miss Audrey Lees - Director of Environmental Health, Liverpool C.C.

8.15 p.m. How could participation be improved?

John Palmer - Senior Lecturer in Town Planning, Central London Polytechnic

Sunday 24th

10 a.m. to 12.45 A place for a national coordinating and advisory body

Arthur Percival - National Civic Trust

Dr. L. S. Taitz - Conservation Society

John Yeoman - C.P.R.E. and CoEnCo

The conference ends after lunch.

Delegates will include representatives of amenity societies and groups from:

<i>Bath</i>	Chairman and Secretary, Bath Environment Campaign
<i>Bedford</i>	Chairman and Secretary, Bedford Society
<i>Bristol</i>	Anti-Outer Circuit Road
<i>Cambridge</i>	Roads Campaign
<i>Chichester</i>	Environment Group
<i>Edinburgh</i>	Cockburn Association (Civic Trust)
<i>Leamington</i>	SLAM
<i>Newcastle-upon-Tyne</i>	SOCEM
<i>St Albans</i>	Traffic Association
<i>St Neots</i>	Society
<i>Southampton</i>	Federation of Residents
<i>Stockton</i>	Yarm Road West Ratepayers Association
<i>Warwick</i>	STIRR
<i>Wolverhampton</i>	Civic Society
<i>York</i>	Group for the Promotion of Planning
	Transport Reform Group
	York Group for Promotion of Planning

Delegates not representing Groups:

J. R. Allison	<i>Senior Planning Assistant, N. R. of Yorks. C. C.</i>
Mrs Honor Chapman	<i>Planning Consultant, Nathaniel Lichfield & Associates</i>
Robert Dixon	<i>Architect and Planning Consultant, Dry Halasz Dixon Partnership, St Neots</i>
Dr I. C. Hilton	<i>University Lecturer and Consultant, Department of Civil Engineering, UMIST</i>
A. W. Johnson	<i>York Branch Conservation Society</i>
Graham May	<i>Lecturer in Politics & Planning, Department of Town Planning, Leeds Polytechnic.</i>

In YORK 2000 we have realised over the last year how much we have learnt and how much we have to learn. It seems to us regrettable and unnecessary that most protest groups should suffer not only from totally inadequate funds but also from inexperience and lack of free advice. We realise that things are slowly going our way; the community is gradually coming to realise the folly of wholesale adaptation of our urban environment to the requirements of the motor car, but for some the awakening may come too late. We need all the strength and support we can muster. We see York as a national, not just a local issue, because of its value as a beautiful historic city, because it is so clearly ill-adapted to unlimited motor traffic and because it seems a proper place to make a stand. It would be a bitter disappointment if York were to be swamped just at the turn of the tide particularly when other places with so much less to lose (Leeds, Leicester, Reading) have done so much more than we have done to strengthen the defences.

YORK 2000 has 8,500 members, has collected £6,000 towards the cost of presenting its case (membership costing only 10p) and it has further financial backing for the publication of its consultants' research. A team of consultants, including Nathaniel Lichfield and Honor Chapman, is preparing for the public inquiry to start on 17 October. These preparations are being coordinated by a Bradford solicitor, Roger Suddards, who is a legal member of the Town Planning Institute and an expert in this field. A barrister has been briefed to present the case at the enquiry.

We need local and national publicity because having decided to fight this issue on the merits of our case - rather than by flinging ourselves in the path of visiting dignitaries - it has been more difficult to give our membership a feeling of vital involvement than it would have been if we had concentrated on the "rabble rousing" approach. We have done our best with the formation of local groups and a succession of public meetings, fetes, dances, jumble sales, book sales, coffee mornings, sponsored walks and swims, bike ins and competitions as well as the publication of a succession of letters to the press, pamphlets, circulars, newsletters, posters, badges, a cook-book of York recipes and a limited edition of stoneware mugs and ash trays.

At its closing session the conference adopted the following resolutions:

This Conference:

- 1. believes that there is an urgent need for public funds to be found to assist any group of people, concerned to protect or improve the environment, to employ the experts necessary to enable that group to examine any scheme of road-construction or other major development affecting the environment, and to be adequately represented at any public inquiry into such development;*
- 2. is particularly alarmed at the immediate dangers of present and threatened destruction in the historic town of the U.K., and asks that the Government should provide such funds now for the defence of these towns, and believes that this destruction should be halted and such*

threat lifted forthwith until the case for demolition (whether for road-schemes or otherwise) has been examined by public inquiries with the widest terms of reference;

- 3. believes that it should be the duty of every public authority investigating a road-scheme to examine all reasonable transportation solutions and to make all information relative to such solutions available to the public at the earliest possible moment before any proposals are finalised;*
- 4. and requests the Government immediately to set up a working commission to establish an overall national transportation policy which would take account of all social, environmental and resource considerations.*

York

September 1972

Appendix I

Diary	1971 - 1972
<i>March</i>	1971
31	Travers Morgan Report on the proposed inner ring road released to the public
<i>April</i>	
28	Public meeting with Travers Morgan
30	Public meeting with some of the Councillors
<i>May</i>	
27	Meeting of York Group for Promotion of Planning to discuss a statement to the Council and press
Several meetings of affected residents occurred during April and May	
<i>June</i>	
3	YGPP meeting to draft statement
10	Public meeting with Travers Morgan
13	Meeting of interested persons decides to get up a petition asking the Council to consider alternative solutions
15	YGPP meeting to discuss proposals and tactics
19	Petition offered for signatures at various places in city centre
26	As above
29	Royal Fine Arts Commission meets Council representatives and examines site of proposed route
<i>July</i>	
3	Petition in city centre
10	As above
23	Petition, with 2 others, presented to Town Clerk
27	Decision in favour of Purple Route taken by Development and Planning Committee; vote 5 for 3 against
<i>August</i>	
2	Decision in favour of Purple Route taken by Council; 35 for, 14 against, 1 abstention, 2 absent. Decision on Mount roundabout deferred for further consideration.
<i>September</i>	
1	Meeting of several interested people
9	Sunday Times correspondent meets 3 councillors and 3 objectors
20	Meeting of ad hoc group above with a solicitor
22	Public meeting of objectors. A committee of 11 elected to decide what to do and take action
30	Committee meeting. Decision to co-opt other members.
<i>October</i>	
7	Meeting - Nunthorpe Road
12	Meeting of eleven committee members 5 co-opted members. Aims set out, secretary elected, decision to form executive committee working parties.
14	2 pro and 2 anti speakers appear on panel at a luncheon group meeting.
18	3 committee members meet an eminent consultant in London
19	Publicity and Action meeting
26	Representatives of YGPP of other activity groups meet at Guildhall with Travers Morgan to view models of alternative junctions in Mount area.

November

- 3 Legal and Social meeting
- 4 Executive meeting - suggestion of a 'shop' among many other matters
- 12 2 representatives of Legal & Social + secretary interview alternative solicitor in afternoon
Publicity and Action meeting in evening
- 15 Meeting of first solicitor with committee and YGPP members 6 p.m. YGPP meeting 8 p.m. - decision to lend support to anti-road group, rather than attempt to lead it, as all members not agreed in being anti-ring road.
- 18 Executive meeting. Solicitor chosen. Name of York 2000 decided on. Decision to make subscription 10 pence.
- 25 Executive meeting. Discussion of a constitution. A letter to be sent to selected short list of consultants
- 27 Georgian Society AGM. Members demand a special meeting to discuss attitude to ring road.

December

- 2 Publicity & Action
- 6 Council votes for offset junction at The Mount. Vote 25 for, 11 against, 8 abstentions, 8 absent
- 8 Founder members sign constitution and officially join York 2000, which now exists legally.
- 13 Civic Trust AGM. Members demand a special meeting to discuss attitude to ring road.
- 16 Inaugural meeting of York 2000. Membership forms, information, 'offers to help' forms distributed.
Donations
- 20 Founder members meet solicitor
- 21 Publicity & Action
- 30 Legal & Social

- 3 Publicity & Action
 4 Meeting of Executive re letter to press.
 8 Publicity & Action
 10 Executive meeting. We have 635 members and about £400. We need at least £5000.
 11 2 Gillygate opens. Balloons. Press and TV coverage. Open Tuesday-Thursday, 10-6:30; Friday 10-8:30. Saturday, 10-4
 17 Executive meeting with solicitor
 18 An Executive member talks to a social club about road and York 2000
 19 Area 1 Committee meeting
 27 Two members of Executive interview short-listed consultants in London. Executive meeting. Sir Mortimer Wheeler consents to be member 2000 ('nobbled in a City bar' - Guardian)

February

- 2 Publicity & Action and Legal & Social joint meeting
 5 'Sandwichmen' in city centre - students from Bootham School and University.
 7 Area 2 committee meeting
 10 Jumble Sale, Area 5 £ 76.25
 11 Area 5 Committee meeting
 14 Executive meeting
 15 Special meeting of Georgian Society. Agreement to object 'violently' to Bootham Park section of road at Public Inquiry.
 16 Public meeting, Area 1. Bring & Buy, donations £ 94
 17 Area 2 committee meeting; Area 6 committee meeting
 18 Meeting with York Member of Parliament
 Wine & Cheese party
 19 2 Gillygate closes. Takings over 6 weeks - £183.35 in memberships, £499.71 in sales and donations.
 20 Move shop to 142 Micklegate.
 21 Area 2 committee meeting
 22 142 Micklegate opens. Open Tuesday-Friday, 11-4, Saturday 10-4.
 JB Priestley is member 3000.
 23 2 executive members talk to Micklegate ward Labour party.
 26 Coffee morning £ 33.50
 28 Special meeting of Civic Trust. Agreement that unless the line of the road with respect to Bootham Park, Lord Mayor's Walk, Monk Bar and Walmgate Bar is re-examined the Trust cannot support the proposals advanced by the City Council.

March

- 1 2 executive members speak to St John's College students and Prof. Lichfield and Mrs Chapman meet founder members and others. Dinner with Executive, followed by discussion till 1 a.m.
 Area 2 public meeting Donations £ 9
 2 2 Executive members speak to St John's College SCR
 3 Publicity & Action meeting
 6 Executive member speaks to a social club

8	Objections to the ring road proposals sent to the DoE, supported by 3729 names and addresses An Area 8 committee meeting (Haxby)	
9	Objections to the ring road proposals, as above, handed to Town Clerk	
10	End of objection period	
11/12	Bootham School Parents' Weekend - a display and recruitment	
14	Executive member speaks to an Old People's Club	
16	Executive meeting	
17	page advertisement in local paper (donation) sets out our objections, appeals for more members and money Area 8 committee meeting (Haxby)	
23	Executive member speaks to local girls' grammar school	
24	Area 5, Jumble Sale	£ 78
25	Area 1, coffee morning	£ 25
27	Chairman, Secretary, 2 other executive members to conference in London with consultants	
30	Letter from Chairman to J.R.M.T. to ask for help towards cost of Consultants. This led to interviews and further correspondence.	
31	Meeting to discuss having an auction. (Good Friday!)	
<i>April</i>		
3	Executive meeting (Easter Monday!)	
5	Cheese and Wine, Area 8 (Haxby)	£ 3.92
5	2 executive members speak to York & District Trades Assoc.	
6	Auction meeting	
8		Members - 5156
10	Market Stall meeting	
11	Auction meeting	
12	Area 8 (Haxby) coffee morning	£ 15
	Area 8 (Haxby) coffee morning	£ 13.61
	Founder members' meeting. Funds stand at £3246, less 369 expenses, mostly on publicity. Membership over 5,200. Decision to produce a news bulletin to keep members informed of progress.	
13	Area 2, Market Stall	£ 100.22
	Post-market stall meeting	
15	Yorkshire Council for the Environment conference at York University; York 2000 display panel. Chairman attends as delegate, 3 executive members as observers. Area 7, Jumble sale and meeting	£ 75
	Area 1, evening party and entertainment	£ 57
		Members - 5331
18	Area 8 (Haxby) coffee morning	£ 13
22		Members - 5567
25	Legal & Social meeting Letter from J.R.M.T. confirming that they would pay for consultants' research. York 2000 to pay for presentation and appearance.	
27	6-week evening course on planning in York including the ring road, starts at The Settlement	
29	Executive meeting. Official news of Joseph Rowntree Memorial Trust backing.	
		Members - 5718
	Area 5 handed in proceeds from various whist drives, etc.	£ 15.30

<i>May</i>	
2	Area 3 committee meeting
3	Sponsored swim at St Peter's School baths £ 277.16
4	Area 4 committee meeting Executive member talks to Settlement planning course on ring road
6	Members - 5824
6/8/9/10	Printing the Bulletin
8	Shop helpers' meeting
9	Area 3 committee meeting
13	Members - 5975
18	Delivery, by hand, of Bulletins to York and district begins Area 2 meeting - a garden fete suggested.
19	Executive meeting Jumble Sale, Area 8 (Haxby) £ 24.86
20	Bike-in Members - 6120
22	Executive member talks to a girls' grammar school Coffee evening, Area 8 (Poppleton) to discuss public meeting Publicity & Action meeting Fete meeting
23	Area 3 committee meeting
24	Auction, 6 p.m. Viewing from 2 p.m. £ 616
25	York 2000 chairman speaks to Settlement planning course
26	Executive member speaks to University students
27	Members - 6248
<i>June</i>	
1	Fete meeting
3	Members - 6355
6	Area 3 committee meeting
7	Area 6 committee meeting
8	Area 3 Jumble Sale £ 33.46 and enough jumble left over for area 6 to have a sale Founder member speaks to Plumbers, Electricians and Electronics Union
9	Dance at Wigginton Hall; cabaret, tombola, buffet, tickets 1 228.47
10	Bike-in - in the rain Members - 6513
15	Executive meeting
16	Fete meeting Area 8 (Poppleton) public meeting
17	York 2000 stall at York University Social Services Organisation fete £ 8.15
16/17	Members - 6661 Bootham School Parents' Weekend - display and recruitment approx £ 100
19	Area 6 committee meeting Shop helpers' meeting
24	Fete meeting Members - 6971
27	Secretary to Transport Reform Group press conference in London - speaks to BBC radio Fete meeting

29	Area 8 (Huntington) meeting	
	Book Sale - two members	£80
	Consultant to York for discussion	
30	Meeting of conference sub-committee - start of continuous organisation up to September 22nd.	
	Area 6 Jumble Sale	£20
July		
1		Members - 7116
4	Fete meeting	
5	Stall at Liberal Party fete	
5	Wine and Cheese party, (Stamford Bridge)	£146.23
6	Buffet supper and entertainment given by a family of members	£65
7/8	Boutique in a private house	Members - 7339
11	2 founder members take part in YTV programme on IRR	
	Fete meeting	
	Executive member talks to a Townswomen's Guild	
12	3 executive members meet representative of the Ancient Monuments Society to discuss evidence	
14	Mrs Chapman and Prof. Proudlove in York for consultation	
15	Fete meeting	Members - 7543
21	3 executive members meet to discuss evidence	
22		Members - 7700
	Children's Poster Competition show at St John's College	
27	Mrs Chapman, Prof. Lichfield and Prof. Proudlove in York for consultation	
	Executive meeting	
	Fete meeting	
29		Members - 7767
Bulletin No. 2 printed during the month. Advertised but not delivered.		
August		
3	Coffee evening, Area 5 (QW)	£14
4	Executive meeting	
5/6	Stall at Cyclists' Touring Club Rally	
		Members - 7901
7	Fete meeting	
9	Coffee morning, Area 8 (Strensall)	£20
11	Fete meeting - catering	
12		Members - 8095
15	Fete meeting - publicity	
16	Objectors' joint meeting + York 2000 lawyer	
	Visit from Sunday Times correspondent	
18	Market Stall, trans-area	£75.71
19		Members - 8200
24	Consultants' meeting	
25	Fete meeting - Bootham School (proposed site)	
26		Members - 8264
29	Executive meeting	
31	Fete meeting	
Stall holders at the fete also had extra meetings with their helpers		
September		
2		Members - 8355
8	Fete meeting	

9	Fete (at Assembly Rooms because of weather) £413.72 Executive Member's sponsored walk from Northallerton to York, dressed as Sir Walter Scott £70 Members - 8399
11	Consultants' meeting
16	Members - 8616
19	Meeting with consultants and barrister a.m. Objectors' meeting with solicitor p.m.
21	Coffee evening, Area 5 £22.42
22-24	York 2000 - organised conference for objectors concerned with planning problems from all over the UK - entitled 'Planning, Participation and Protest'
22	Executive member and conference speaker appear on CALENDAR (YTV)
23	Secretary and another conference speaker appear on LOOK NORTH (BBC) Members - 8661
25	Fete meeting - winding up
28	Consultants' meeting, all day
29	Consultants' meeting + barrister, all day Musical evening - various members £16.34 Members - 8826
30	
<i>October</i>	
2	Executive meeting - National Civic Trust grant received
3	Visit from Guardian correspondent (Judy Hillman) Book Sale - 2 members £36 Members - 9003
7	
8	Move shop to 2 Gillygate
9/10	Printing Bulletin No. 3
11	Helpers' meeting. Bulletins given out for house-to-house distribution
12	Consultants' (Nuts and Bolts) meeting
14	2 executive members to Chester to study their ring road Members - 9192
12-16	Bulletin delivery
16	Consultants' meeting
17	PUBLIC INQUIRY BEGINS The Corporation
18	The Corporation
19	York 2000 - David Crease - the environmental case
20	York 2000 - David Crease - cross-examination York 2000 - Alan Proudlove - the traffic case
21	Bike-in to advertise inquiry Members - 9310
24	York 2000 - Alan Proudlove - cross-examination
25	York 2000 - Alan Proudlove - cross-examination
26	Visit from the Editor of 'The New Civil Engineer'
28	Move shop to 6 Gillygate Members - 9358
<i>November</i>	
1	York 2000 - Nathaniel Lichfield - the planning case - cross-examination
2	Corporation - cross-examination by York 2000
3	York 2000 - summing up
4	Bonfire party £73.75 Members - 9418

5	Executive post-inquiry discussion and drinks	
18	Executive meeting	Members - 9479
23	Meeting about York 2000 book	
25		Members - 9498
<i>December</i>		
1	York 2000 public meeting in De Grey Rooms, to summarise case and discuss its implications and the future	
		Members - 9511
3	Move shop back to 142 Micklegate	
6	END OF THE INQUIRY	
7	Book committee meeting	
23		Members - 9525

- 4 Book committee meeting
- 9 Executive meeting
- 12 Book committee meeting
- 18 Book committee meeting
- 21 Book committee meeting
- 28 Book committee meeting

February

- 5 Book committee meeting
- 6 Member of executive speaks to A Townswomen's Guild
- 7 York 2000 AGM
- 22 Book committee meeting
- 25 Executive committee

March

- 7 Book committee meeting
- 12 Book committee meeting with prospective printer
- 20 Chairman and Secretary attend our consultants' office warming party in London
- 31 Shop closes

April

- 9 4 members of executive meet to discuss possible BBC Open Door programme. Suggest sending BBC copy of the book
- 18 Open Door programme meeting
- 19 Open Door programme meeting
- 30 3 members of executive visit BBC Open Door producers in London; watch production of a programme from TV Centre

May

- 1 Continued discussion with Open Door producers
- 2 Executive meeting; appointment of Book Committee to organise Open Door programme
- 3 Open Door committee meeting + BBC advisers
- 4 Open Door committee meeting + BBC advisers all day, with session in recording studio at St. John's College
- 7 Meeting to discuss location filming for Open Door (2 members)
- 10 Afternoon filming session, St. John's
- 11 All day filming session on locations round York, followed by committee meeting from 7.30 to midnight.
- 14 1 member of committee + technical expert from St. John's spend all day editing film taken on 10th and 11th; about 1 hour of film cut to 17 minutes.
- 15 More editing. Rehearsal of complete suggested programme at St John's followed by discussion - 5 p.m. to 12.15 a.m.
- 17 Recording of parts of programme and rehearsal of the rest at BBC Newcastle studios - 7 p.m. to 2.30 a.m.!
- 21 Open Door programme broadcast live from London, BBC 2. Taken part in by 5 York 2000 members + Paul Chadd QC from Bristol and Stephen Plowden from London. Other York 2000 members appeared on film. (Noted that day in the national press and even in the Evening Standard but not in Yorkshire Evening Press)
- 25 Executive committee

Bulletin No. 4 printed and partly circulated during May

June

7

District Council elections. Return of York 2000 chairman to the Council in ward otherwise won by opposing party was one indication of the importance clearly given by electors to the issues emphasised by York 2000.

Appendix II

"3.45 CITY PLANNING OFFICER CALLED IN FOR LITERATURE"

A Week in the Shop

August 15

- 11.00 4 new members
EW called with things for market stall and money for fete programmes
- 11.25 Member called with 2 new membership forms
- 12.30 1 new member
- 12.40 Mr. L called with map and his proposed road system
- 1.10 Mrs B Called for fete posters and took Tourist maps
- 2.00 PR took 100 maps for conference
- 2.40 2 new members - bought fete programme, took information and membership forms
- 2.45 1 new member
- 3.50 Mrs F called, took fete programmes, bought badges and pens

August 16

- 11.10 2 members to get more forms
- 11.15 Lady for key fob
- 11.30 2 Ladies for tourist map
- 12.00 Girl for tourist map
- 12.30 Girl asking way to Castle Museum. Gave map
- 1.00 2 people to join. Bought a map, gave 30p donation
- 1.45 Man for 2 maps
Man for 1 map
- 2.15 Man for 2 maps
- 3.45 City Planning Officer called in for literature

August 17

- 11.15 Man joined, took 4 membership forms
- 11.30 Young woman joined and took 2 forms
- 11.40 Young woman bought a key fob
People kept coming in for maps
- 12.35 Young man joined
- 1.30 Young woman joined and took map, bought badge
- 2.00 Mr A to bring in membership forms
- 2.10 Man for a map
- 2.30 PR with Sunday Times correspondent and photographer
- 2.45 A man for a map - to find the Railway Museum!
- 3.30 A man for a map who then joined
- 3.35 2 boys to join
- 3.50 New member - took forms

August 18

- 11.00 Rest of Tourist maps delivered - folded by Dr W's patients
- 11.10 Man to join - took form for wife and paid for both
- 11.20 Man to join - took 10 forms - said couldn't understand how any thinking person could give a second thought to such appalling proposals
- 11.25 KN, Yorkshire Post reporter, to ask if we knew anything about a phone call they had had at midnight, saying students were to chain themselves to Mansion House railings in protest against road proposals today. Assured him nothing to do with us (regrettably) and gave him news item about QW's friend who wrote to the Queen, lent him reply.
- 11.40 GG with cakes for market stall

- 12.15 Man for map.
- 1.15 Man for map. Bought biro
- 2.30 KV brought back Dringhouses and Woodthorpe bulletins, asked if someone living nearer the area could deliver them
- 2.30 Mr and Mrs B called and joined. Both bought badges. Mr B works for the Dept of the Environment and promised to wear his badge when travelling in the lift with Mr Peter Walker!

August 19

- 10.20 Sold 2 pens
- 10.25 Man joined, took information sheets to read up
- 10.30 Woman joined, took 1 pen
- 10.50 Woman and son joined, bought fete programme. Woman felt pessimistic
- 10.55 RJ suggested it was a pity that membership increased by round 100s each week. Why not exact figures?
- 11.00 1 tourist map
- 11.05 2 members
Suggestion by RW that a copy of The Ecologist should be on show in shop with PR's article
- 11.50 Put 2 anti ring road notices in window low down. Seemed to be effective - existing notice a bit high. Comment about not obvious that we are anti.
2 new members joined
- 12.00 Gave away 1 tourist map
- 12.45 3 young people came for maps
- 1.15 Young man and girl came to join and bought badges
- 1.25 Man and wife came to join
- 2.15 Member called for 2 membership forms
- 3.10 Member called with 3 new membership forms
- 3.12 PR with 5 new memberships
- 3.20 St Peter's School boy brought his girl to join + fob and badge
- 3.25 A man from Sheffield joined
- 3.30 QW called. Where is the letter from the Queen?
- 3.45 Man called for plan and intends bringing his group (of planning students) to join

We wish to acknowledge

Maps

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